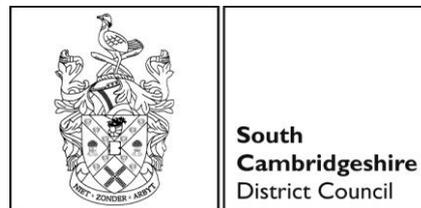


South Cambridgeshire Hall
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Friday, 14 May 2021

To: The Leader – Councillor Bridget Smith
Deputy Leader (Statutory) – Councillor Dr. Aidan Van de Weyer
Members of the Cabinet – Councillors Bridget Smith,
Dr. Aidan Van de Weyer, John Batchelor, Neil Gough, Bill Handley,
Dr. Tumi Hawkins, Peter McDonald, Brian Milnes and John Williams
Quorum: Majority of the Cabinet including the Leader or Deputy Leader (Statutory)

Dear Councillor

You are invited to attend the next meeting of **Cabinet**, which will be held in the **Council Chamber - South Cambs Hall** at South Cambridgeshire Hall on **Monday, 24 May 2021** at **10.00 a.m.**

Yours faithfully
Liz Watts
Chief Executive

The Council is committed to improving, for all members of the community, access to its agendas and minutes. We try to take all circumstances into account but, if you have any specific needs, please let us know, and we will do what we can to help you.

Agenda

	Pages
1. Announcements	
2. Apologies for Absence To receive Apologies for Absence from Cabinet members.	
3. Declarations of Interest	
4. Minutes of Previous Meeting To authorise the Leader to sign the Minutes of the meeting held on Monday, 19 April 2021 as a correct record.	1 - 4
5. Public Questions The deadline for receipt of public questions is noon on Monday, 17 May. The Council's scheme for public speaking at remote meetings may be inspected here: Public Questions at Committee Meetings	

6.	Liaison Meeting Update	5 - 8
7.	Pioneer Park Licence Agreement	9 - 22
8.	East West Rail Bedford to Cambridge route alignments and station locations consultation response	23 - 40
9.	Exclusion of the Press and Public Members of the press and public are likely to be excluded from the meeting during consideration of item 11. In each case, exclusion will be in accordance with the provisions of Section 100(a)(4) of the Local Government Act 1972 (exempt information as defined in paragraph 3 of Schedule 12A (as amended) of the Act). Paragraph 3 relates to information about the financial or business affairs of any person, including the Authority holding that information.	
10.	Minutes from the Previous Meeting - Confidential	41 - 44

Guidance Notes For Visitors to South Cambridgeshire Hall
Notes to help those people visiting the South Cambridgeshire District Council offices

Members of the public wishing to view the meeting will be able to watch the livestream via the link which will be publicised before this meeting.

Members of the public wishing to attend the meeting in person, please contact Democratic Services at democratic.services@scambs.gov.uk

Agenda Item 4

South Cambridgeshire District Council

Minutes of a meeting of the Cabinet held on
Monday, 19 April 2021 at 10.00 a.m.

Present: Councillor Bridget Smith (Leader of the Council)
Councillor Dr. Aidan Van de Weyer (Deputy Leader of the Council
(Statutory) - Strategic Planning and Transport)

Councillors:	John Batchelor	Lead Cabinet member for Housing
	Neil Gough	Deputy Leader (non-statutory) - Transformation and Projects
	Bill Handley	Lead Cabinet Member for Community Resilience
	Dr. Tumi Hawkins	Lead Cabinet member for Planning Policy and Delivery
	Peter McDonald	Lead Cabinet Member for Business Recovery
	Brian Milnes	Lead Cabinet Member for Environmental Services and Licensing
	John Williams	Lead Cabinet member for Finance

Officers in attendance for all or part of the meeting:

Anne Ainsworth	Chief Operating Officer
Peter Campbell	Head of Housing
Peter Maddock	Head of Finance
Jonathan Malton	Cabinet Support Officer
Liam Martin	AV Support Officer
Rory McKenna	Monitoring Officer
David Ousby	Head of Commercial Development & Investment
Tom Smith	Democratic Services
Kate Swan	Project Officer - Commercial Development & Investment
Liz Watts	Chief Executive

Councillors Henry Batchelor, Anna Bradnam, Dr. Claire Daunton, Heather Williams and Dr. Richard Williams were in attendance, by invitation.

1. **Announcements**

Councillor Bridget Smith, Leader of the Council, announced that Councillor Tumi Hawkins, Lead Cabinet Member for Planning Delivery and Policy, would assume the responsibility for equalities.

2. **Apologies for Absence**

There were no apologies for absence from members of the Cabinet, but apologies were received from Councillor Grenville Chamberlain, Chair of the Scrutiny and Overview Committee, and Judith Rippeth, Vice Chair of the Scrutiny and Overview Committee.

3. **Declarations of Interest**

Councillor Peter McDonald, Lead Cabinet Member for Business Recovery and Skills, declared a non-pecuniary interest, being a member of the South Cambridgeshire Investment Partnership Board, in relation to item 9, Potential Property Investment Decision.

4. **Minutes of Previous Meeting**

Cabinet **authorised** the Leader to sign, as a correct record, the public version of the Minutes of the meeting held on Monday, 22 March 2021.

Councillor John Batchelor, Lead Cabinet Member for Housing, was not present at the meeting held on 22 March 2021 as a Member of the Cabinet, and abstained from voting to affirm the minutes thereof.

5. **Public Questions**

There were no public questions received ahead of this meeting.

6. **Shared regional principles for protecting, restoring and enhancing the environment in the Oxford-Cambridge Arc**

Cabinet received the 'Shared Regional Principles for Protecting, Restoring and Enhancing the Environment' report, from the Oxford-Cambridge Arc. Councillor Bridget Smith, Leader the Council introduced the report, indicating the high standards for the environment with the project, and the collaborative work of charities, government departments and the universities that were represented across the Arc. The Leader of the Council thanked the Chief Executive for her work within the working groups, and for collating the final document.

Councillor Dr. Aidan Van de Weyer, the Deputy Leader, noted the collective work of the local Council Leaders, and, through the development of the Oxford-Cambridge Arc, the impact on the wider community.

After a short discussion, Cabinet:

- a) **Endorsed** the shared environment principles at Annex 1 of the report; and,
- b) **Supported** the development of an Arc Environment Strategy which would provide for how the principles could be delivered.

7. **Exclusion of Press and Public**

Cabinet **agreed** by affirmation that the press and public be excluded from the meeting during consideration of items number 8 and 9 in accordance with the provisions of Section 100(A)(4) of the Local Government Act 1972 (as amended) (exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A of the Act). Paragraph 3 refers to information relating to the financial or business affairs of any particular person (including the authority holding that information).

8. Minutes from the Previous Meeting - Confidential

Cabinet **authorised** the Leader to sign, as a correct record, the exempt version of Minute 17 (Provision of 12 Affordable Homes at Boxworth End, Swavesey) of the minutes of the meeting held on 22 March 2021.

Councillor John Batchelor, Lead Cabinet Member for Housing, was not present at the meeting held on 22 March 2021 as a Member of the Cabinet, and abstained from voting to affirm the minutes thereof.

9. Potential Property Investment Decision

Councillor Peter McDonald, Lead Cabinet Member for Business Recovery and Skills, had previously declared an interest, being a member of the South Cambridgeshire Investment Partnership Board, and left the meeting for the duration of this item.

Cabinet received the exempt report. Councillor Bridget Smith, Leader of the Council introduced the report. Councillor John Williams, Lead Cabinet Member for Finance, mentioned this investment was part of the previously approved Investment Strategy.

The Monitoring Officer noted an amendment to the recommendations. After a short discussion, Councillor Bridget Smith concluded the debate, thanked Officers for their work, and Cabinet:

Agreed the options as detailed in the exempt report, as amended.

**The Meeting ended at
10.28 a.m.**

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Agenda Item 6



**South
Cambridgeshire**
District Council

Report to: Cabinet 24 May 2021

Lead Cabinet Member: Cllr Bill Handley, Lead Cabinet Member for
Community Resilience, Health and Wellbeing

Lead Officer: Jeff Membery, Head of Transformation

Liaison Meetings Update

Key Decision

1. No

Recommendations

2. It is recommended that Cabinet note the progress of the liaison meetings and make comment as appropriate.

Reasons for Recommendations

3. When the additional liaison meetings were agreed at Cabinet in June 2020, it was also agreed to review the meetings within the first year to ensure they were working as intended.
4. This update paper provides the status of each liaison meeting currently in operation. No changes are proposed.

Details

5. Cabinet agreed on 29 June 2020 to set up 5 new liaison meetings in villages where more growth was taking place, or multiple developers were building homes. This was in addition to the trial at Cottenham which has continued. The new villages for liaison meetings are Sawston, Barrington, Hardwick, Swavesey and Caldecote.
6. At the point of writing this report all liaison meetings had met at least twice. They had been positively received by all parties as a good way to discuss matters relating to the developments. The more mature forums have already seen issues resolved. This is covered in more detail in the highlights section of this report.
7. Planning Area Managers attended the first meeting in each Parish to help maintain an open dialogue between developers and Parish Councils. Case

officers alone have and will attend subsequent meetings as they have the appropriate knowledge of each development.

8. Meetings have all been held online using Microsoft Teams. This has been particularly helpful for colleagues from the County Council, or guests, who are able to join for their item only and leave if unable to stay until the end.

Highlights:

9. Cottenham – Total forecast homes 516

- a. Over 90 new homes completed
- b. Updated version of the welcome pack has been warmly received and now in circulation
- c. Boundary dispute settled between a resident and developer as a direct result of these meetings
- d. Successful negotiation and installation of a dedicated footpath for new residents on the Persimmon site to cross construction site and access village amenities
- e. Timing of essential road closures to minimise complications for village schools
- f. Two additional meetings, to discuss specific matters outside of the main liaison meeting, have also been held

10. Barrington – Total forecast homes 220

- a. Single developer site
- b. 2 meetings held thus far; homes only due towards the end of 2021
- c. Early discussions on the welcome pack have started and this will be ready for the completion of the first homes

11. Hardwick – Total forecast homes 251

- a. Over 80 homes completed
- b. Hardwick already have a village magazine and provision has been made for developers to collect and deliver these to new residents

12. Caldecote – Total forecast homes 195

- a. 66 homes completed
- b. Welcome pack currently being drafted in partnership with Parish Council and should be ready in the coming weeks for distribution to new and existing homes

13. Sawston – Total forecast homes 466

- a. 70 homes completed
- b. Sawston already have a village magazine and the Parish Council have agreed to write and include a welcome note and deliver to all new residents

14. Swavesey – Total forecast homes 210

- a. Approximately 50 homes complete
- b. Welcome pack complete and in circulation
- c. Following an article in South Cambs Magazine, this meeting now has a community rep who acts as a conduit between developers and residents
- d. Through successful negotiation with residents, developers have created additional parking facilities and agreed to maintain a footpath to keep it clean and safe for residents

15. We received very positive and complimentary feedback from the Planning Director at Bloor Homes: -

“In my view, the Liaison Meeting was useful because it deals with communication around the delivery of development projects as they are happening. In my role, I deal with 22 different district and borough Councils in the planning process and South Cambs is the only authority where significant efforts have been made on post planning liaison in this format. All too often the planning stops, and the construction starts and that is where communication can break down.”

16. It is worth noting that not all developments are at the same stage. Cottenham is very advanced with 3 developers on site and a second iteration of the welcome pack complete. Barrington on the other hand have only the one developer and yet to see any construction activity.

Implications

17. There are no significant implications

Alignment with Council Priority Areas

Housing that is truly affordable for everyone to live in

18. The business plan sets out objectives to maintain new liaison meetings.

Background Papers

Introduction of liaison meetings report, June 2020 -

<https://scambs.moderngov.co.uk/documents/s116985/Additional%20Liaison%20Meetings%20Report%20RC%20290620.pdf>

Report Author:

Ryan Coetsee – Development Officer, Sustainable Communities and Wellbeing

Telephone: (01223) 752 449

Mobile: 07395 283 217

Agenda Item 7



**South
Cambridgeshire**
District Council

Report to:	Cabinet	24 May 2021
Lead Cabinet Member:	Cllr Bill Handley, Lead Cabinet Member for Community Resilience, Health and Wellbeing	
Lead Officer:	Jeff Membery, Head of Transformation	

Deed of Variation to Licence Agreement, Phase 1 Northstowe (for Outdoor Gym equipment located in Pioneer Park)

Executive Summary

1. Cabinet is asked to approve a Deed of Variation, further to the Licence Agreement dated 26 November 2020 which permits the Council to occupy land within Pioneer Park. This updates the Licence Plan annexed to the Agreement.
2. The revision is needed because the site topography precluded installation of the equipment at the exact location originally defined. This was identified during installation of the equipment and the Council therefore agreed a new location with the landowner at that time and this licence amendment confirms that agreement.

Key Decision

3. No

Recommendations

4. It is recommended that Cabinet agree to accept the Deed of Variation proposed by L&Q, which regularises the licenced area described in the agreement with the actual location of the outdoor gym equipment.

Reasons for Recommendations

5. The outdoor gym equipment has been well received by a majority of Northstowe residents, who are anxious to begin using the equipment which is currently closed to public use.
6. The Council installed the equipment using its permitted development rights at a location agreed by L&Q, in the most suitable position given the topography of the site.

7. The reasons for the original placement (close by other equipment, thereby offering choice to users; subject to passive surveillance; accessible to the network of open spaces; adjacent to community facilities (at Northstowe Community Wing) and within an acceptable distance of neighbouring properties) are all still met in the actual location of the equipment.

Details

8. Pioneer Park was brought forward as part of the open space requirement for Phase 1 Northstowe and is the location for the informal MUGA, Neighbourhood Equipped Area for Play (NEAP: designed for older children) and the Local Equipped Area for Play (LEAP: designed for younger children).
9. As a result of extensive work undertaken through the Healthy New Town programme, Homes England submitted a Healthy Living Youth and Play Strategy to support the delivery of open space and play provision in Phase 2. This is considered very forward thinking and crucially embraces provision for all ages and abilities with a view to encouraging residents to become and remain active throughout their life.
10. The play provision in Phase 1, although progressive, does not include elements which will be present across Phase 2 of the development; this could result in a clear distinction between the two phases, with one benefitting from distinctly superior provision to the other.
11. In an attempt to redress this balance, the Sustainable Communities team worked with L&Q and the Sport England sponsored Active New Communities project to bring forward an outdoor gym and table tennis tables to augment the provision in Pioneer Park.
12. The District Council can exercise its permitted development rights under *Part 12 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended)*. The Council has the power to provide, inside or outside its area, such recreational facilities as it thinks fit... to include powers to supply buildings, equipment, supplies and assistance of any kind, acting under powers afforded by *section 19 of the Local Government (Miscellaneous Provisions) Act 1976*.
13. The site location for the Licence was agreed with L&Q's technical director in January 2020. It was anticipated installation of the equipment would take place in April 2020, but due to the Coronavirus pandemic and period of lockdown this was delayed. The park was opened at the end of October 2020.
14. The licence to occupy was signed and sealed at the end of November 2020. This allows the Council to occupy the land for a period of ten years, install the specific items of equipment and obliges the Council to independently insure and maintain

them (i.e. this area and equipment is not included in the maintenance contract that L&Q holds with Greenbelt, the company it will use to manage and maintain the majority of the open space and amenities at Northstowe).

15. The equipment was installed at the beginning of January 2021 by contractors, “The Great Outdoor Gym Company”. A Council officer was present along with the Site Director for L&Q.
16. The site topography precluded installation of the equipment at the location originally defined in the licence plan – the most suitable location was agreed on site.
17. L&Q’s site director, provided further information on 15 March, following a site visit; measurements taken on site revealed the table tennis tables to be located 16.16m from the perimeter fence which also bounds the last property on Villa Road (although the distance from the closest table tennis table to the façade of the property was over 25 m). The location plan in the licence agreement placed the tables at a distance of 24 m from the park boundary.
18. The outdoor gym installation is set 6.5m from the path as opposed to the 3m offset indicated by the licence location plan. This offset was required to avoid installing on a slope. The Council later conducted a site survey to confirm this.
19. Although the installation of the equipment was generally well received by residents, householders in some neighbouring properties raised concerns.
20. The engagement activity undertaken (in partnership with Active New Communities) when plans to bring forward an outdoor gym and table tennis tables were being developed, could not have involved the residents that now live next to the park – the houses were not built or occupied at that time.
21. The original licence plan sited both outdoor gym and table tennis tables beyond a 30 metre radius of the neighbouring properties. However, the actual location means the table tennis tables were installed closer to homes.
22. The location of the outdoor gym corresponds with the recommendations made in the Sport England’s Active Design publication (October 2015), being close by other equipment, thereby extending choice to users of all ages; accessible to the network of open spaces via high quality walking and cycling routes and adjacent to community facilities at Northstowe Community Wing.
23. In response to the concerns raised by residents, the Council took the decision to remove the table tennis tables whilst their location was reconsidered. Views from all residents were invited to inform the eventual re-siting of the tables, to be received by the end of May. Officers are continuing to engage with residents,

community groups, Longstanton Parish Council and Northstowe Town Council regarding this issue. The removal of the tables took place 22/23 April 2021.

24. The outdoor gym remains in situ, although the Council chose not to open it to public use until the Deed of Variation had been discussed at Cabinet, and if agreed by members, the agreement completed. The Outdoor Gym has been actively maintained under the direction of Council officers as per the terms of the existing licence agreement.
25. L&Q have given their express assurance to the Council that we have their consent to use and maintain the land on which the equipment is located. A revised plan has been prepared to reflect the actual location of the Outdoor Gym. L&Q have offered a Deed of Variation to formalise the actual location they agreed with the Council, see Appendix A – Deed of Variation and Appendix B, the Licence Plan (referred to as Appendix 1, The Plan, in the Deed of Variation).

Options

26. Cabinet could
 - (a) agree to accept the Deed of Variation proposed by L&Q, which regularises the licenced area described in the agreement with the actual location of the outdoor gym equipment.
 - (b) direct officers to identify and agree an alternative location for the outdoor gym; requiring further public engagement and Deed of Variation with L&Q and agree accordingly.
 - (c) refuse to enter into the Deed of Variation as proposed, giving reasons.

Implications

27. In the writing of this report, taking into account financial, legal, staffing, risk, equality and diversity, climate change, and any other key issues, the following implications have been considered:

Financial

28. If Cabinet agrees this Deed of Variation, it neither adds to nor reduces the financial implications of the original agreement with respect to the Outdoor Gym.
29. However, there would be costs associated with separately negotiating an additional licence agreement with L&Q if the table tennis tables that have been

removed from the original licence agreement are relocated elsewhere on L&Q's land.

30. If Cabinet refuses to enter into the Deed of Variation Council would need to consider removal of the equipment and associated costs.

Legal

The Deed of Variation has been drafted with input from 3C Legal and approved by L&Q.

Staffing

31. There are no staffing implications.

Risks/Opportunities

32. The Council has an opportunity to exhibit its capacity to listen and respond to the concerns expressed by residents.

Health & Wellbeing

33. On formalising the licence agreement, the Council would open the outdoor gym, supporting the health and wellbeing of the Northstowe community and being of particular value as the community emerges from lockdown.

Consultation responses

34. The location of this equipment on Pioneer Park was chosen following engagement with the community. The reaction from the majority of residents has been welcoming of the outdoor gym equipment. No further consultation has been undertaken regarding the location of this equipment although residents' views are being sought, by the end of May, on the preferred location for re-location of the table tennis tables.

Alignment with Council Priority Areas

Housing that is truly affordable for everyone to live in

35. Conserving the outdoor gym within Phase 1 Northstowe by agreeing this Deed of Variation supports the provision of homes in high quality environments, providing access to amenities to support health and wellbeing irrespective of income or tenure.

Being green to our core

36. By agreeing the Deed of Variation and conserving the location of the outdoor gym in this central and well-connected site, residents will be enabled to access high quality provision within easy walking and cycling access of their homes.

A modern and caring Council

37. The Deed of Variation conserves the location of the outdoor gym at a location close to the that identified in the original licence agreement, whilst responding to the concerns expressed by residents with respect to the location of the table tennis tables, which have been removed pending further engagement with the community prior to re-siting.

Appendices

Appendix A: proposed Deed of Variation

Appendix B: Licence Plan

Report Author:

Clare Gibbons

Telephone:

Northstowe Healthy New Town Programme Lead

(01954) 713290

DATED

2021

Gallagher Longstanton Limited (1)

South Cambridgeshire District Council (2)

Deed of Variation

**Relating to
Phase 1 Northstowe, Northern
Greenway**

Homer House
8 Homer Road
Solihull
B91 3QQ
(Ref: HAL 600006.2324)

THIS AGREEMENT is made the _____ day of _____ 2021

BETWEEN:

- (1) **GALLAGHER LONGSTANTON LIMITED** (Company Registration Number 0353895) whose registered office is situate at Gallagher House, Gallagher Way, Gallagher Business Park, Warwick CV34 6AF (“the Owner”)
- (2) **South Cambridgeshire District Council** whose registered office is situate at South Cambridgeshire Hall, Cambourne Business Park, Cambourne, CB23 6EA (“the Occupier”)

IT IS AGREED as follows: -

1. DEFINITIONS AND INTERPRETATION

- 1.1 In this Deed the following definitions shall apply:
 - 1.1.1 **“Original Licence”** shall mean the Licence to Occupy made between (1) the Owner and (2) the Occupier dated 26 November 2020
- 1.2 In this Deed the Clause headings do not affect its interpretation; references to clauses are to clauses of this Deed; references to the Premises includes any part of them and references to the end of the Licence Period are to the date on which this Deed ends
- 1.3 An obligation on the Occupier not to do or omit to do any act or thing includes an obligation not to permit or allow that act or thing to be done or omitted, as the case may be
- 1.4 The obligations of the Occupier bind the Occupier’s employees, agents, workmen and visitors and the Occupier is to be liable for any breach of the terms of this Deed by them
- 1.5 Where two or more persons form a party to this Deed, the obligations they undertake may be enforced against them all jointly or against one or more of them individually
- 1.6 Any notice under this Deed is to be given in accordance with section 196 Law of Property Act 1925
- 1.7 The parties to this Deed do not intend that any of its terms will be enforceable by virtue of the Contracts (Rights of Third Parties) Act 1999 by any person not a party to it

2. VARIATIONS TO THE ORIGINAL LICENCE

- 2.1 The parties hereby agree that the plan attached to the Original Licence shall be replaced with the plan attached to this Deed.

Appendix A

2.2 The definition of "Premises" in the Original Licence shall be deleted and replaced with the following:

2.2.1 Land at Formal Park, adjacent to the Northern Greenway, Phase 1 Northstowe and as identified and edged red on the plan annexed hereto.

3. **ORIGINAL LICENCE REMAINS IN FORCE**

The Original Licence shall remain fully effective as varied by this deed and the terms of the Original Licence shall have effect as though the provisions contained in this Deed had been originally contained in the Original Licence.

IN WITNESS whereof the parties have executed this document as a deed the day and year first written above

APPENDIX 1

The Plan

Appendix A

EXECUTED as a **DEED** by
GALLAGHER LONGSTANTON LIMITED
acting by its duly authorised officers

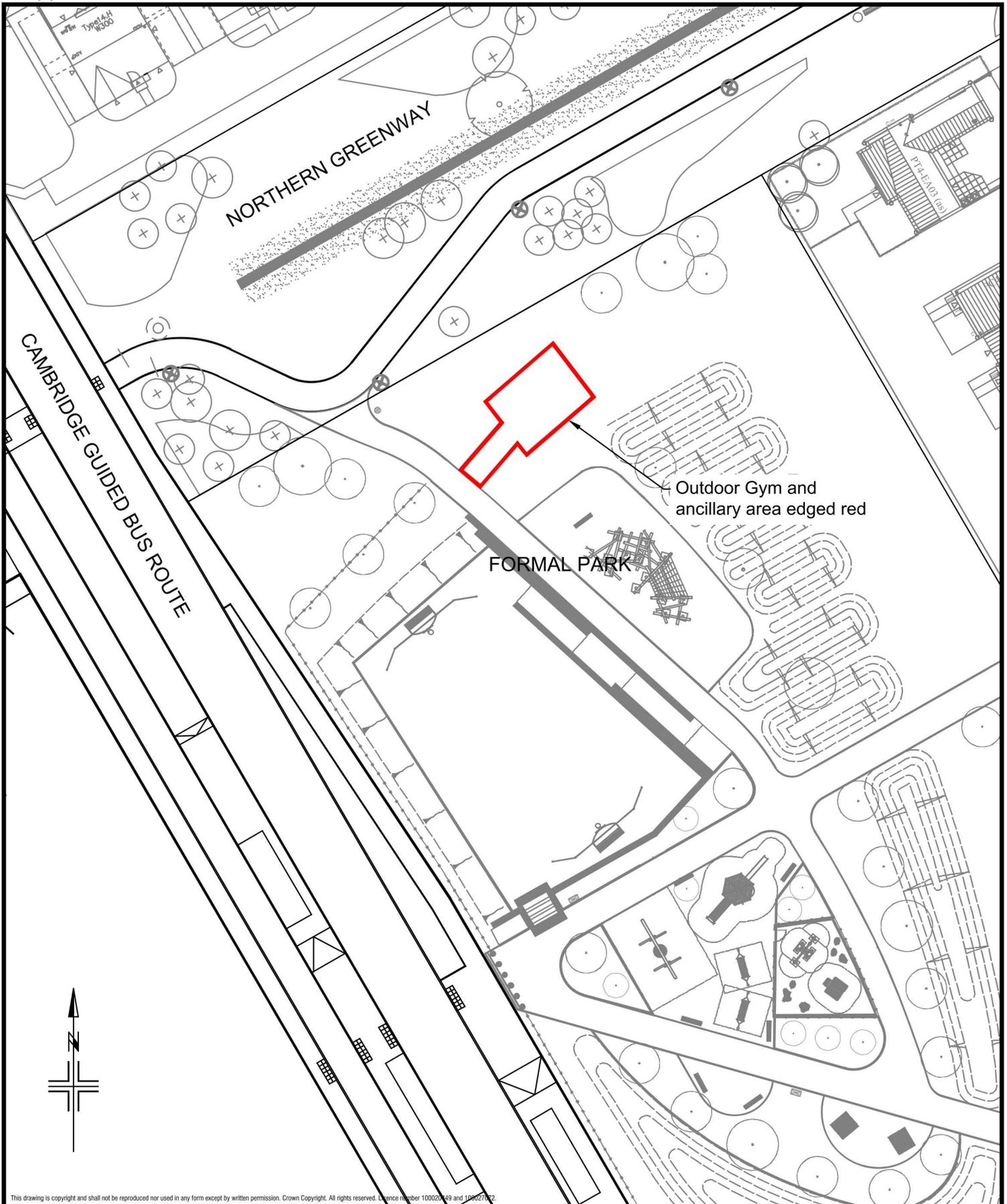
Director

Director/Secretary/Authorised Signatory

The COMMON SEAL of SOUTH)
CAMBRIDGESHIRE DISTRICT)
COUNCIL was hereunto affixed)
in the presence of:-)

Authorised Signatory

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		PROJECT :- Northstowe Phase 1 Cambridgeshire		<p>Gallagher House, Gallagher Way, Warwick CV34 6AF e: mail@lqestates.co.uk w: www.lqestates.co.uk t: 01926 339339</p>	
		TITLE :- Outdoor Gym Licence Plan			
REV	DATE	DESCRIPTION	SCALE :- 1:500 @ A4	DATE 25/03/2021	DRAWN:- KB
A	25/03/2021	Gym Boundary Amended		Page 21	
			STATUS :-	DRAWING No:- 8451-352	REVISION:- A

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Agenda Item 8



South
Cambridgeshire
District Council

Report to:	Cabinet	24 May 2021
Lead Cabinet Member:	Cllr. Dr. Aidan Van de Weyer, Deputy Leader (Statutory) and Lead Cabinet Member for Strategic Planning and Transport	
Lead Officer:	Stephen Kelly, Joint Director of Planning and Economic Development	

East West Rail Public Consultation Response

Executive Summary

1. East West Rail (EWR) is carrying out a non-statutory public consultation on the East West Rail railway project between 31 March 2021 and 09 June 2021. It forms part of the pre-application public consultation needed to support a Development Consent Order application which would be required to authorise the construction, operation and maintenance of the project. An application for a DCO will be submitted after a further statutory stage of consultation.
2. The East West Rail railway project aims to deliver transport connections for communities between Oxford and Cambridge. The proposed new link will connect communities between Oxford, Milton Keynes, Bedford and Cambridge, and will be delivered in three connection stages. It is anticipated that trains running the full length of the line between Oxford and Cambridge by the end of the decade.
3. The report proposes to respond to East West Rail on a number of issues, in particularly highlighting the importance of the scheme, the need to take account of and co-ordinate with development planned in the area, and the need to continue to work with the Council on local social, environmental and economic issues.

Key Decision

4. No.

Recommendations

5. It is recommended that Cabinet agrees:
 - a) The Council's response to the East West Rail consultation as set out in Appendix A of this report.

- b) Delegated authority be given to the Joint Director of Planning and Economic Development to make further technical comments in consultation with the Lead Cabinet Member for Strategic Planning of South Cambridgeshire District Council.

Reasons for Recommendations

6. The proposed Bedford to Cambridge section of the East West Rail line has the potential to be transformational for the regional economy, allowing sustained growth and geographical expansion of our high value industries such as life sciences, IT and digital. Given that the route has the potential to generate significant social, environmental and economic impacts on the District, it is recommended that the Council responds to the consultation addressing a range of issues.

Details

7. As agreed by Full Council in September 2018, South Cambridgeshire District Council supports the principle of the Bedford to Cambridge section of the East West Rail line.
8. The current East West Rail public consultation seeks comments in respect of customer experience and railway operations, and a range of infrastructure proposals (including route alignments, stations and level crossings).
9. The consultation updates East West Rail's previous conclusion (that the preferred route into Cambridge is from the south). Options which are now being considered include a station to the north of Cambourne, which could facilitate a northern approach to Cambridge (including a station at Oakington and junction at Milton).
10. The updated information continues to show that a southern approach is the preference in terms of value for money, benefits and impacts on communities, and in terms of operating the railway.
11. The infrastructure proposals are located within six identified geographic areas. The developing plans in the areas of relevance to the Greater Cambridge Area are summarised below.

Project Section D – Clapham Green to The Eversdens

12. Construction of a new railway, with an emerging preference for a route alignment from Tempsford station to Cambourne North station, over an alignment with the proposed A428. Construction of a new station and sidings either north or south of Cambourne. After running north of Cambourne, the preferred route would then cross the A428 at the entrance to Bourn Airfield and the northern end of Highfields Caldecote.

Section E – Harlton to Hauxton:

13. Construction of new railway which would enter Cambridge from the south via the West Anglia Line. This would also involve the construction of new railway junction south-west of Cambridge near Harston and Hauxton to join the proposed new railway to the existing Shepreth Branch Royston line (the King's Cross line), which then connects to the West Anglian Main Line at the Shepreth Branch Junction to the north-east. The emerging preferred junction option is a grade separated junction (bridge) which would connect the new railway to the Shepreth Branch Royston Line.

Section F (The Shelfords to Cambridge):

14. Improvements or closure of the existing level crossing on Hauxton Road (between Little Shelford and Hauxton) and the modification of Shepreth Branch Junction. Maintenance of the existing two track railway of the Shepreth Branch Royston line to Shepreth Branch Junction. Construction of two additional tracks in some areas to create four tracks on the West Anglia Main Line between Shepreth Branch Junction and Cambridge station.

15. This section of the route also proposes additional platforms at Cambridge station (which will necessitate the relocation of the existing station sidings) and the opportunity to stop at the proposed Cambridge South station.

Proposed Response

16. Whilst the Council supports the principle of the Bedford to Cambridge section of the East West Rail line and welcomes the opportunity to provide further comments in respect of the 2021 Public Consultation, 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 technical issues such as noise or landscape impacts 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.

17. A detailed response to the consultation can be found in Appendix A to this report.

Implications

a) In the writing of this report, taking into account financial, legal, staffing, risk, equality and diversity, climate change, and any other key issues, the following implications have been considered:-

Financial

b) There are no direct implications.

Staffing

- c) There are no significant implications.

Risks/Opportunities

- d) There are no significant implications.

Equality and Diversity

- e) There are no direct equality and diversity implications at this stage. It is an expectation that equalities issues such as accessibility to services are addressed at the future detailed stages of the process.

Climate Change

- f) The consultation material states that the project aims to deliver a net zero carbon railway, in line with existing and developing net zero carbon policy, legislation and commitments at a global, national and local level. Further analysis and details on carbon impacts will be required as the scheme is developed through its regulatory processes. The proposed consultation response raises significant concerns about the lack of commitment to electrification from the outset, and requests that further work is done to assess the carbon impacts of the railway and associated infrastructure.

Health & Wellbeing

- g) It is not possible to determine health and well-being implications at this stage. However, there are potential implications which will need to be addressed as part of a Health Impact Assessment as part of the future detailed stages of this process.

Consultation responses

- h) Internal consultation was carried out with officers only, with responses received from a number of technical service areas.
- i) It is noted that responses from Cambridgeshire County Council, Cambridge City Council and Huntingdonshire District Council will be produced on a delayed timetable due to the recent elections. In that context officers seek the agreement of Cabinet to delegate further technical comments and clarifications which may arise based on discussions with those authorities, where pertinent to South Cambridgeshire District.

Alignment with Council Priority Areas

Growing local businesses and economies

- j) East West Rail is an important project to the local, regional and national economy.

Building homes that are truly affordable to live in

- k) The consultation highlights the potential role a new railway station at Cambourne could play in supporting and enabling future growth including the delivery of new homes.

Being green to our core

- l) Delivery of a new railway will enable travel by means other than the car, but the proposed consultation response highlights the need for this to be not powered by fossil fuels from the outset, and to ensure that appropriate connections are in place to enable local communities to access and benefit from the new services. It is also important that environmental impacts of the railway are fully considered and appropriate mitigation secured, including biodiversity net gain.

Background Papers

East West Rail Making Meaningful Connections Consultation Document, East West Rail Consultation: 31 March – 9 June 2021.

East West Rail Making Meaningful Connections Consultation Summary, East West Rail Consultation: 31 March – 9 June 2021.

East West Rail Making Meaningful Connections Consultation Technical Report and Appendices, East West Rail Consultation: 31 March – 9 June 2021.

East West Rail Making Meaningful Connections Consultation Technical Report Appendices A-D and F, East West Rail Consultation: 31 March – 9 June 2021.

East West Rail Making Meaningful Connections Consultation Document Technical Report – Appendix E, East West Rail Consultation: 31 March – 9 June 2021.

All background papers can be viewed via the following weblink:
<https://eastwestrail.co.uk/consultation/consultation-documents>

Appendices

Appendix A: Response to the East-West Rail Consultation

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Appendix A

Response to the East-West Rail Consultation

1. Introduction

As previously agreed by Full Council in September 2018, South Cambridgeshire District Council supports the principle of the Bedford to Cambridge section of the East West Rail line and welcomes the opportunity to provide further comments in respect of the 2021 Public Consultation.

The Council's response to the current public consultation does not prejudice an in-depth consideration of strategic issues related to future growth through the forthcoming Greater Cambridge Local Plan (which is being jointly prepared by South Cambridgeshire District Council and Cambridge City Council). This will include consideration of all reasonable strategy options.

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 such as noise or landscape impacts 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.

East West Rail and the growth of the corridor more generally will bring significant change to existing communities. To enable the Council, together with our communities, to make the most of the opportunity that the railway brings, and to effectively address its impacts, we urge East West Rail 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, as it progresses the Bedford to Cambridge project.

2. Challenges and opportunities relating to the route options

We note from the consultation that there is a preference for a southern access into Cambridge from Cambourne, through the countryside to the south-western edge of Cambridge, re-joining the existing railway line around Shelford.

We are of the view that in arriving at the preferred option, further details on the environmental, social and economic impacts of the two options needs to be published. We ask that East West Rail provides further information on the work undertaken for both north and south accesses to demonstrate how the preferred option has been arrived at.

Landscape Impacts: The landscape between Cambourne and Shelford is populated with small and medium sized villages including Caldecote, Toft, Comberton, the Eversdens, Harlton, Haslingfield, Harston and Hauxton. The introduction of a railway line with accompanying infrastructure would be potentially intrusive in this settled, open landscape with slightly undulating topography, a high point near to Highfields Caldecote, and would likely result in significant landscape and visual impact.

The preferred option would also have an impact on the setting of the historic city of Cambridge. Areas to the west and south of Cambridge include sensitive landscapes and vulnerable views, mainly due to the raised and accessible landscapes of existing high points such as Red Meadow Hill, the Gog Magog Hills and the Greensand ridge south and west of Haslingfield.

Further assessment of landscape impact should be undertaken. This should also provide a comparison with the northern route, to ensure the relative impacts have been fully considered.

Further information is requested to demonstrate how landscape considerations have been used in selecting the route alignments, to ensure they are acceptable from a landscape and visual perspective. It is an expectation that the visual impact of all associated railway infrastructure, (including grade separated junctions) and electrification is considered as part of this assessment.

Heritage Impacts: The project has the potential to impact upon above and below ground heritage assets, including Scheduled Ancient Monuments and listed buildings. A full assessment of the impacts on such heritage assets should be undertaken, which should be shared with the Council in order to demonstrate that the route alignments and associated infrastructure are acceptable in terms of impacts on heritage assets. It is an expectation that specialist archaeological advice on the condition and impact of below ground heritage assets is also sought. The heritage assessment should also consider the impacts of increased vibration from rail traffic.

Within the route sections, the impacts on specific sites should be fully evaluated, including the following:

Section D - North of Cambourne: grade II listed building farmhouse and associated buildings, New Inn Farm, Knapwell. South of Cambourne: grade II listed building to the North East of Caxton Pastures Farmhouse and Scheduled Monument which fully covers this site; Old Court House Caxton (grade II listed).

Section E - Scheduled Ancient Monument No. 1006809 settlement site at Manor Farm either site of Royston Road; Rowley's Hill to the south of Harston.

Shelfords to Cambridge section – Cambridge Road overbridge area in Great Shelford: grade II listed Four Mile House and De Freville farmhouse and

outbuildings; Shepreth Junction: 32-38 Granham's Road and dovecote at Granham's Farm (grade II listed); Line south-west and west of Addenbrookes: Scheduled Ancient Monument site 'West of Whitehill Farm'.

Ecological Impacts: The consultation presents limited ecological evidence in respect of the route impacts on designated sites, priority species and the nature network. In the absence of this information it is difficult to critique or compare individual route options and their associated impacts for biodiversity.

Valuing existing habitats in the urban environment, for both biodiversity and local communities, should be a high priority when considering route options. Ecological impacts should be limited wherever possible and mitigated on or close to site, to ensure that green infrastructure is not replaced by grey, resulting in loss of local multifunctional ecosystem services.

Clear evidence should be provided to demonstrate that the preferred route alignment options have fully considered the Ecology Mitigation Hierarchy with respect to avoiding impacts on the highest quality habitats and priority species. The ecological impacts, including Biodiversity Net Gain (BNG), of any new highway routes arising from the closure of crossings would also need to be considered within this process, being directly related to the proposed development.

Whilst reference is made in the consultation documentation to impacts on priority habitats and ancient woodland being greater or lesser for certain alignments, it is difficult to independently scrutinise these without clear evidence of the number of designated sites (particularly County and City Wildlife Sites), watercourse, area and ideally condition of priority habitats. This evidence should be provided to demonstrate how these issues have been considered and why the chosen route is the appropriate one in ecological terms.

- Delivering Biodiversity Improvements

The consultation documentation states that 10% Biodiversity Net Gain (BNG) is proposed from the overall scheme. This target appears unambitious given the scale of the scheme and the government's stated ambitions for Nature Recovery. A minimum 20% is more appropriate and allows for margins of errors to ensure an overall, long term BNG is achieved. This would reflect the shared regional principles for protecting, restoring and enhancing the environment in the Oxford Cambridge Arc, developed through the Ox Cam Arc Environment Working Group.

Positive outcomes to be secured through the scheme should include enhanced management of existing designated sites and priority habitats sites and the creation of new strategic habitats that connect existing ecological networks rather than creating further severance. It should be demonstrated that this will meet the government's aspirations for Nature Recovery Networks. Reference should be made to Cambridge City Council and South Cambridgeshire Biodiversity Emergency declarations, South Cambridgeshire

Doubling Nature Strategy, 'Natural Cambridgeshire' Local Nature Partnerships Doubling Nature vision and associated Priority Areas, including the soon to be launched Cambridge Nature Network. The Council is also developing evidence regarding green infrastructure for the Greater Cambridge Local Plan, and this may highlight further opportunities and synergies.

- Ecological Mitigation

Mitigation proposals should seek to provide long term management enhancements of existing non statutory designated sites. It should be ensured that the linear route does not sever key nature corridors or prevent future landscape scale restoration of nature networks.

Further detail needs to be provided to demonstrate that BNG requirements are achievable in relation to the options proposed. BNG calculations (including all assumptions made), should demonstrate that BNG best practice has been implemented. Any deviation from the use of the DEFRA V2 metric should be clearly explained and justified.

When designing BNG (and landscaping) schemes, it should be ensured that future management plans, delivery bodies, monitoring and reporting are in place to ensure that BNG ambitions are to be met in practice. Any landscaping scheme or habitat creation as a result of the scheme should be tailored to local needs using species of local provenance.

- Ecological Surveys

The consultation documentation states that ecological surveys have informed the consultation to date and are ongoing. The Council requests that this information is shared in the public domain to demonstrate that all survey work is compliant with BS42020 and associated CIEEM best practice.

- Specific Ecological Issues – Designated Sites

It is noted that the northern route would require construction of an additional junction on Coldham's Common County Wildlife Site (CWS) to facilitate onwards journeys. Coldham's Common is one of the largest natural green spaces in Cambridge, and a key element of the proposed Cambridge Nature Network. Any loss of these grassland and woodland habitats would need to be fully considered.

We note and support the identification of potential impacts on Nine Wells Local Nature Reserve (LNR) from the southern approach and appropriate mitigation. Other sites including the ecological mitigation on Hobsons Park and potential loss of woodland on the embankment of Long Rd could have implications for these sites.

Any route south of the current A428 would need to fully consider the impact on Eversden and Wimpole Woods Special Area of Conservation (SAC) designated for maternity roosts of an annex II species. Western barbostelle

bats are known to traverse along hedgerows and trees lines north of the SAC between the SAC and areas of ancient woodland north of the current A428.

Environmental Impacts: The Council has been unable to assess the environmental impacts, given the high-level nature of the consultation material. Further information and evidence will be expected to demonstrate how environmental issues have been considered, and why the chosen route is the appropriate one in environmental terms.

- Air Quality

The Council's main concern in relation to the proposal and air quality is the uncertainty and lack of commitment regarding the use of electrified trains or other technology from the outset. Further consideration will also need to be given to given to local connectivity, access and traffic management of the route options to minimise the impact on local air quality as the scheme is developed.

- Noise

The information presented in terms of potential impacts as a result of the scheme is at a very early stage. Consequently, it is not possible to accurately predict noise impacts as a result of the introduction of the proposals on sensitive receptors at any given location.

A number of options for a new route into Cambridge Station have been considered. The preferred route which is presented will be positioned North of Cambourne, and would serve the Bourn Airfield development as well as existing and proposed developments at Cambourne. It would also follow a route near to the A428 corridor following the alignment of highway improvements currently being considered.

Further information is requested in respect of how these cumulative noise considerations have been used in selecting the route alignments, to ensure they are acceptable from an environmental health perspective. Irrespective of the potential route alignment options, the preferred route should seek to avoid, or where unavoidable, minimise sources of rail and construction noise into areas previously unaccustomed to such impacts. Route alignment should follow existing transport corridors, as these already experience higher existing background noise levels as a result.

Detailed noise modelling/prediction of impacts on sensitive receptors, (including both existing residential and future residential properties) should be undertaken in order to ensure that significant adverse noise impacts is prevented and that an appropriate level of mitigation is employed (if necessary). The noise assessment should also include a consideration of vibration, for both the construction and operational phases of the project.

When modelling railway noise impacts along this route, the cumulative noise impacts on nearby residential premises from both rail and road schemes operating simultaneously should be taken into consideration. Noise impacts should also be assessed for both the construction and operational phases of the development. The assessment should consider the noise impacts of increased train movements, including at potentially higher speeds, on sensitive receptors.

On-line and off-line route options should also be evaluated in respect of potential noise impacts that could occur as a result of an elevated track. Noise from a height will travel further and be heard at a greater distance than noise sources close to the ground, as they will not benefit as much from the effects of ground attenuation over distance. Noise barriers placed closer to the noise source will have a greater effect and this is easier to achieve if the mitigation measures are located at ground level.

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.

Health impacts: National rail networks and strategic rail freight movements have the potential to affect the health, well being and quality of life of the population. They can have direct impacts on health due to traffic, noise, vibration, air quality and emissions, light pollution, community severance, dust, odour, polluting water or hazardous waste. New or enhanced national network infrastructure may also have indirect health impacts.

The consultation documentation does not appear to indicate any research has yet been done into the impacts of the project on human health. We request further information in respect of the impacts on health and wellbeing of both the north and south routes, evidenced for both the construction and operational phases. The final route option should demonstrate how it will promote strong, vibrant and sustainable communities, and promote community cohesion.

A full health impact assessment should be undertaken as part of the project. This should identify vulnerable groups who may be more adversely affected by these environmental changes, both temporarily throughout the construction phase, and in the long term, operationally. The report should include the differential impacts according to health or other vulnerability.

Indirect, Secondary and Cumulative Impacts: It is an expectation that all indirect and cumulative impacts of the project are assessed, as well as impact interactions and inter relationships.

Local impacts on communities: The construction and operational impacts of the preferred route should be fully addressed as part of the subsequent stages. There is potential for significant negative impacts on local residents and businesses, by severing communities and local connectivity (including

local roads and public rights of way). We ask that whichever route is selected, the detailed design carefully addresses the issue of severance. It must explore in detail the impact on local roads, cycleways and public rights of way, to ensure that connectivity is maintained. Full consideration should also be given to the impacts of service disruption on local communities during the construction period.

Initial responses received by the Council from the local communities along the proposed route have raised significant concerns that a northern route does not appear to have been examined with the level of rigour that would be expected. Further, residents have highlighted the contradiction between a diesel operated railway and local and national objectives around carbon reduction and climate change.

Delivering benefit to the wider area: Whilst the area around Cambourne and other existing and planned stations will benefit from the proximity of a new railway station, it will be vital to consider how other nearby communities in Greater Cambridge will be able to access the new train services. Improved connectivity for the rural villages along the route should be a priority.

We ask that East West Rail puts in place measures for working in partnership with local transport authorities, to consider how public transport and cycle connections to existing and planned stations will be improved, and also to consider the potential to subsidise use by local communities. The Cambourne to Cambridge scheme being developed by the Greater Cambridge Partnership has the potential to complement a rail scheme, by helping people to access rail services. This will help ensure that a range of communities can have easy and affordable access to rail services without relying on private cars to access them. This will help to widen the benefit of the railway to a much wider community, and also potentially help to get freight off the roads and onto rail.

Maximise opportunities for infrastructure connections: The project presents an opportunity to explore opportunities for infrastructure that could share the corridor (e.g. digital infrastructure or potable water pipelines). We ask that such opportunities are fully explored, including engagement with Water Resources East to consider the delivery of strategic water infrastructure that could help deliver sustainable water supplies and opportunities to reduce extraction from the chalk aquifer.

3. Relationship with future growth

Proposed new railway station at Cambourne: We note from the consultation material that a station location at Cambourne has been influenced by an assessment of potential future development opportunities, and there is an emerging preferred option for a station north of Cambourne.

Cambridge City Council and South Cambridgeshire District Council are at an early stage in their statutory plan making process towards a Greater

Cambridge Local Plan, which will consider the level of development that should be planned for to 2041, and where it should be planned for.

On page 220 of the main consultation document, it is stated that, 'a site in this area is already identified in the emerging Greater Cambridge Local Plan'. It should be clarified that no decisions have been made regarding which sites are to be included in the Greater Cambridge Local Plan at this point. This is most likely a reference to the published material relating to the testing of strategic options, published on the [Greater Cambridge Shared Planning website](#) in November 2021. Preferred options for the local plan will be subject to consultation later in 2021.

The development potential of areas in proximity to a station location to the north or south of Cambourne would require full review. It is likely that development immediately south of Cambourne at the station location identified would be less favourable, given the nature of the landscape and the location relative to existing villages, but this is an initial view given the lack of information on the scale and nature of development provided by the consultation.

Development to the north would still be challenging, particularly in respect of addressing potential landscape impacts. Linkages to the existing settlement would also be crucial to consider. This will be particularly key to encouraging non-car access to the station. Whilst the area around Cambourne will benefit from the proximity of a new railway station, it will be important to consider how other nearby communities will be able to access the station.

Proposed new train stabling at Cambourne: We note that the project will involve the relocation of sidings at Cambridge station, and that the preferred location for stabling EWR trains in the general Cambourne area. The siting of this would require detailed consideration, with regard to potential impacts on local communities and the environment, taken into account alongside operational requirements. Its location could also have implications for future development, and connections to Cambourne. The East West Rail scheme should also consider the wider need for sidings in the Greater Cambridge area and make appropriate provision.

Impact on current planned development – Bourn Airfield: The assessment in the consultation document does not provide details regarding the implications for planned developments, in particular in relation to the impact of the preferred route upon the delivery of a new village on Bourn Airfield. This development is identified in the adopted South Cambridgeshire Local Plan 2018 for approximately 3500 dwellings, employment and other supporting facilities. In February 2021, the Council's Planning Committee resolved to grant outline planning permission, subject to completion of a Section 106 Agreement.

The preferred route will impact on the entrance to the Bourn Airfield New Village site, by virtue of a viaduct which is indicated as crossing the north-eastern part of the site and continuing into an embankment. This could give

rise to significant issues with regard to site access and implications for the delivery of the site. The Council requests that further information be provided regarding how the options have taken this into account, the measures proposed to maintain access and mitigate the impact on the planned development. As well as the impact from demolition of existing properties, the impact on delivering committed growth on this site and others on the alignments should also be acknowledged and properly weighed up in the decision making process.

Local infrastructure projects: The preferred route needs to consider the impact of local infrastructure projects, (including the Cambourne to Cambridge Busway scheme which passes through the area of the proposed viaduct at Bourn Airfield and the A428 project), and the linkages to such transport infrastructure.

Proposed Cambridge South Station: We note that the southern access option places weight on the importance of directly servicing the proposed Cambridge south station. This project is a separate project to East West Rail. There is a critical need for all partners to remain focused on the delivery of this station project, to support more sustainable commuting to this location, including making the most of the opportunity provided by East West Rail.

4. Responding to Climate Change

Climate Change Targets: Whilst the consultation material makes a number of high level commitments to reducing the climate impacts of the scheme, on the whole it is considered that the proposals are currently lacking in clear and measurable targets related to climate change and carbon reduction, and there are a number of inconsistencies throughout the consultation materials.

The Government has just accepted the Committee on Climate Change's recommendations for the Sixth Carbon budget, which sets an extremely ambitious carbon reduction target for a 78% reduction in emissions by 2035 in order for the UK to be on target to achieve net zero carbon by 2050. This new target will become enshrined in law by the end of June 2021. It will be vital that the proposals that come forward for East West Rail are in line with this carbon budget, including the assessment of the significance of effects as part of the EIA process.

Electrification of the Rail Network: The consultation documents make a number of high level commitments including that the scheme will aim to deliver a net zero carbon railway, in line with existing and developing net zero carbon policy, legislation and commitments at a global, national and local level. Paragraph 3.9.2 of the technical document goes on to state that 'the use of diesel-powered trains is not a project objective'. This is incompatible with the Programme Wide Output Specification (PWOS) contained within the appendices to the technical document, which states (at Section 5.1.9.1) that 'the railway shall not at this point in time be electrified'.

In making their recommendations to Government on the Sixth Carbon Budget, the Committee on Climate Change included recommendations that continued electrification of the rail network, together with hydrogen, battery-electric and hybrid trains, will play a significant role in meeting the sixth carbon budget. To meet the ambition set out in the Committee's carbon reduction scenarios, rail will need to be decarbonised further, with gradual electrification up to 55-60% of the network by 2050. Their recommendation was that 'Government should set out a clear vision to deliver Net Zero in rail and support Network Rail in delivering the target to remove all diesel trains by 2040. This is expected to cover a mix of zero emission technologies (e.g. battery-electric, hydrogen and track electrification). The strategy should be published by 2021 as recommended by the National Infrastructure Commission'. The Council considers it imperative that the proposals for East West Rail are compatible with this recommendation.

The sixth carbon budget cannot be met unless all new railway infrastructure is electrified at the point of construction. The statement in Section 5.9.13 of the PWOS that 'all new or renewed infrastructure shall be made compatible with positive passive provision of future electrification' is not considered to go far enough to meet this commitment.

We are also disappointed that the scheme does not make a clear target to rule out diesel powered EWR services or freight services and recommend that the PWOS be updated to commit to electrification from the outset. To fail to do so would not be compatible with the UK's legally binding carbon reduction commitments and could open up the project to legal challenge on climate change grounds.

Wider Environmental Sustainability Targets: With regards to wider approaches to environmental sustainability, while the aspirations set out in Section 5.30 of the PWOS are broadly welcomed, they are lacking in detail and specific measurable targets for areas such as materials, waste and carbon. These aspirations also do not cover wider elements associated with EWR such as construction standards for new station buildings or elements such as electric vehicle charging provision at stations.

Whilst it is recognised that these are very detailed elements, it is considered that the inclusion of firm commitments at this stage is necessary to give the public and local authorities confidence that the proposals can deliver a 'net zero carbon railway'. Carbon emissions associated with the construction of the line, and embodied carbon in particular, are likely to be significant, but it is not clear from the information the extent to which this has been included in the assessment factors used to analyse the various route options presented throughout the consultation material. Climate is included as an assessment factor, but there is no detail of what is considered within climate. Further detail is therefore sought.

5. Other Points

Operational Hours of the Railway/Movement of Freight: We support the approach that route priority is given to commuter traffic and recognise the importance of the role of freight in moving goods efficiently and reducing carbon emissions associated with road-based travel. However, little information has been provided about expected freight traffic (or the additional infrastructure required to provide freight connectivity), and the operational hours of the railway are not apparent from the consultation documents. Concern is raised that the route may lead to the use of freight paths during the night, which could give rise to noise and disturbance to local communities. Further information is required in respect of these elements.

Related to this point, although the eastern section of East West Rail beyond Cambridge is to be considered as part of a separate project, the impact the current scheme could have on the existing infrastructure and its nearby communities needs to be considered. In particular, our communities will be concerned about the likely knock on effects of increased railway traffic in areas such as Cherry Hinton and Fulbourn where the line is currently single track in nature and heavily constrained by a number of level crossings and public rights of way

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