Consultation Report
(Required by Rule 10(2)(d))

JUNE 2021

[This page is left intentionally blank]

CONTENTS

1. INTRODUCTION 2

Background 2

Consultation 2

Purpose and structure of this report 3

2. SCHEME CONTEXT 3

The surrounding area 3

Geographical context 4

Early development work prior to Network Rail's involvement 4

National rail network 5

Requirements for the Scheme 6

Scheme description 6

Table 2.1 Key Features of the Scheme 8

Benefits 8

Consenting process 9

Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 (the Rules) 9

3. STAKEHOLDER GROUPS 10

Identification of stakeholders 10

Table 3.1 Statutory Consultees 11

Engagement with local authorities 11

Statutory undertakers 12

Those with a potential interest in land 12

4. ROUND ONE CONSULTATION 31

Consultation dates 31

Proposals presented for consultation 31

Who we consulted with 33

Promoting consultation awareness 33

Presenting consultation information 34

5. ROUND ONE CONSULTATION FEEDBACK 38

Volume of feedback 38

Support for the scheme 38

Categorising responses 38

Overview of responses 39

Community consultees 50

Further engagement 76

Option selection process 80

Enhancement works 80

6. ROUND TWO CONSULTATION 82

Implications of Coronavirus on the approach to consultation 82

Consultation dates 82

Proposals presented for consultation 82

Who we consulted with 82

Promoting consultation awareness 82

Presenting consultation information 83

7. ROUND TWO CONSULTATION FEEDBACK 86

Volume of feedback 86

Support for the station facilities and access arrangements within the station 86

Support for proposed access arrangements to and from the station 86

Categorising responses 87

Overview of responses 89

Community consultees 104

8. SUMMARY 137

Key outcomes 137

Summary of key changes and continued engagement 137

FIGURES

Figure 4.1 Northern station location showing main works and potential access..... 31

Figure 4.2 Central station location showing main works and potential access..... 32

Figure 4.3 Southern station location showing main works and potential access..... 32

Figure 4.4 Consultation zone 34

Figure 5.1 Views on a new station south of Cambridge..... 38

TABLE

Table 3.1 Schedule 5 - those to be served with a copy of the application and documents (Rule 13(3))..... 13

Table 3.2 Schedule 6 - those to be served with notice of the application (Rule 14(4))..... 25

Table 4.1 Round One consultation events 36

Table 5.1 Volume and format of responses received by stakeholder group..... 38

Table 5.2 Themes from Round One consultation responses..... 39

Table 7.1 Volume and format of responses received by stakeholder group..... 86

Table 7.2 Responses from Schedule 5 and 6 consultees at Round Two consultation..... 90

Table 7.3 Organisations who responded to Round Two consultation 104

Table 7.4 Responses from community consultees at Round Two consultation 105

Table 8.1 Key changes in response to consultation and engagement..... 138

EXECUTIVE SUMMARY

Network Rail Infrastructure Limited (Network Rail) is making an application to the Secretary of State for Transport for an order under the Transport and Works Act 1992 (TWA). The Order, if made, would authorise Network Rail to carry out works to construct a new station on the West Anglia Main Line by the Cambridge Biomedical Campus, install new railway and associated infrastructure and the subsequent operation and maintenance of the station and those works.

The project undertook consultation with key stakeholders and the local community from January 2020 to November 2020 and continued engagement until the submission of the application.

The consultation was divided into two rounds. The first round focused on where a station should be located between Addenbrooke's Bridge and Nine Wells Bridge and the access considerations to best serve key local destinations. Further stakeholder engagement informed the selection of the northern option as the preferred station location. The second round of consultation presented massing and footprint for the station to demonstrate an operational layout and space for 1,000 cycles, access arrangements on both sides of the railway, the need and scope of enhancement works at Shepreth Branch Junction to maintain the performance of train services, and how the station could look and emerging construction design known at that time.

Both consultation rounds engaged all statutory and community stakeholders. Technical consultation on the Environmental Impact Assessment (EIA) took place throughout with statutory bodies and local authority officers. This is reported in Volume 3 of the Environmental Statement (ES).

Consultation was ongoing with all consultees throughout the development of the Scheme, with meetings, phone calls, emails, presentations and site visits. Letters/emails and information packs were sent to all key consultees at each consultation round. There were 10 events for the first round of consultation attended by 989 people; 967 items of feedback were received. Due to the pandemic, the second round of consultation was held online with conversations held via webchats or via phone; 531 items of feedback were received.

The project team reviewed all consultation feedback at each consultation round. This feedback played a key role in the design and development of the Scheme.

Engagement has also taken place with third parties whose interests in land will be affected by the Scheme, this is detailed in section 3.

1. INTRODUCTION

Background

1.1.1 Network Rail Infrastructure Limited (Network Rail) is making an application to the Secretary of State for Transport for an order under the Transport and Works Act 1992 (TWA). The proposed order is termed The Network Rail (Cambridge South Infrastructure Enhancements) Order ('the Order').

1.1.2 The Order, if made, would authorise Network Rail to carry out works to construct a new station on the West Anglia Main Line by the Cambridge Biomedical Campus, install new railway track and associated infrastructure, and the subsequent operation and maintenance of the station and those works. In addition, the Order would authorise Network Rail to compulsorily acquire land and rights, to occupy land on a temporary basis, to divert utilities, to make provision for temporary alternative routes and permanent diversions and to stop up or alter roads and level crossings permanently and temporarily.

1.1.3 The works are collectively termed 'the Scheme'.

Consultation

1.1.4 As part of the development of the project a first round of consultation was undertaken between 20 January and 2 March 2020 to seek feedback predominantly on three options for the location of the station and potential access from both sides of the railway for each option. Consultation was held with prescribed consultees, potentially affected landowners, the public and a number of organisations who have an interest in the Scheme.

1.1.5 Following consultation, findings from technical and engineering studies were developed into proposals for each of the location options to support engagement with stakeholders and inform decision making in relation to the selection of the station location.

1.1.6 A preferred station location was selected nearest to Addenbrooke's Bridge (the northern option).

1.1.7 During the development phase some additional enhancement works at Shepreth Branch Junction and on the southern approach into Cambridge Station were identified to maintain performance of train services.

1.1.8 The second round of consultation was held between 19 October and 29 November 2020 to obtain views on the massing and footprint for the station, to demonstrate an operational layout and space for 1,000 cycles, access arrangements on both sides of the railway, the need and scope of enhancement works at Shepreth Branch Junction, how the station could look and emerging construction design and methodology.

1.1.9 The feedback from the second round of consultation and further engagement with landowners, statutory undertakers and local authorities has enabled Network Rail to amend some aspects of the Scheme such as requirements on land within Hobson's Park and access arrangements on both the east and west entrances.

Purpose and structure of this report

1.1.10 This report summarises the consultation undertaken by Network Rail in relation to the Order and has been prepared in accordance with Rule 10(2)(d) of the Transport and Works (Applications and Procedures) (England and Wales) Rules 2006 (the Rules).

1.1.11 There are eight sections:

- Section 1: introduction;
- Section 2: Scheme context and background;
- Section 3: identifying stakeholder groups;
- Section 4: how Round One consultation was undertaken,
- Section 5: analysing the responses received, summarising the feedback from statutory and community stakeholders and outcomes on Scheme development, option selection process to choose the northern option;
- Section 6: how Round Two consultation was undertaken
- Section 7: analysing the responses received, summarising the feedback from statutory and community stakeholders and outcomes on Scheme development; and
- Section 8: summary and key changes made as a response to consultation and engagement.

2. SCHEME CONTEXT

The surrounding area

2.1.1 Cambridge is one of the UK's most successful and fastest growing cities. The Cambridge Local Plan 2018[1] identifies the Cambridge Biomedical Campus (CBC), an internationally significant health and life sciences cluster, and the Cambridge Southern Fringe, are two of eight areas of major change in Cambridge.

[1] https://www.cambridge.gov.uk/local- plan- 2018

2.1.2 The CBC is expected to house the largest concentration of biomedical expertise in Europe. By 2031, it is estimated there will be 30,000 people working on the Campus.

2.1.3 It is envisaged that by 2031 new housing developments across the Cambridge Southern Fringe comprising an estimated 4000 new homes will be constructed. This urban growth is needed to meet the high demand for housing and support the local economy; however, future development is also expected to place significant pressures on an already heavily-used part of the railway network and other local transport infrastructure.

Geographical context

2.1.4 Cambridge is located at a confluence of several strategically significant rail routes. Running south from Cambridge Station, services connect the city to London by the West Anglia Main Line (WAML) to London Liverpool Street, and by the East Coast Main Line (ECML) to London Kings Cross via Shepreth Branch Junction. Since 2018, Thameslink route services have connected Cambridge across Central London to Brighton via Gatwick Airport. To the north of the station, services continue to the Midlands and beyond, and to Norwich and Ipswich via the Cross Country corridor.

2.1.5 The WAML runs between London Liverpool Street and Kings Lynn and is formed of a twin- track railway through to Ely where the line becomes a mixture of single- and double-track sections through to Kings Lynn. The route carries busy commuter and leisure traffic from London Stansted Airport and Cambridge into London Liverpool Street, as well as serving high-tech industries within Greater Cambridge.

2.1.6 The Cross Country corridor (via Ely and Peterborough) supports a nationally important freight route between the Port of Felixstowe and other regions such as the Midlands, Yorkshire and Scotland alongside busy inter-regional passenger services. The route includes the Felixstowe to Nuneaton route in terms of freight and Ipswich/Norwich to Cambridge/Peterborough via Ely passenger services.

2.1.7 The ECML contains a mixture of Long-Distance High-Speed services, regional services and freight. For Cambridgeshire, it is an important route for commuter and leisure traffic for services from Kings Lynn through to Cambridge and onwards to London Kings Cross. These routes provide local, regional, and national connectivity to Cambridge's dynamic and growing economy.

Early development work prior to Network Rail's involvement

2.1.8 A station to serve the CBC was identified as part of the Cambridgeshire Long Term Transport Strategy. A railway station adjacent to the CBC would provide a significant benefit to the local transport network, the CBC and to current and new residents in the south of Cambridge.

2.1.9 Early work undertaken in 2016 by John Laing Group Plc, with support from AstraZeneca and Cambridgeshire County Council, focused on timetable

feasibility of a station with two platforms on the current twin tracks of the WAML. The premise was that that if a train stops at a new halt it impacts on the timetables along its entire journey and it may lose its 'path' through the network, or interfere with the paths of other trains, therefore performance is affected.

2.1.10 Further timetable analysis was subsequently carried out which demonstrated the need for a station with four platform faces to provide a reasonable level of service at the station and having four tracks in the vicinity of the station to allow non-stopping trains to pass by without journey times being impeded.

2.1.11 In the 2017 Autumn Statement, the Chancellor announced £5m to match funds from three local partners, the Greater Cambridgeshire Partnership, AstraZeneca UK and Cambridge and Peterborough Combined Authority, and consequently Network Rail assumed responsibility for progressing the development of a station with four platform faces and enabling works.

National rail network

2.1.12 The Scheme is part of improvements to the national rail network to put passengers first, meet the increasing demand for rail travel and to support economic growth.

2.1.13 Britain's railways continue to experience increasing demand for rail travel; passenger numbers have doubled in the past 20 years and are set to double again over the next 25 years - so investment in building a bigger, better railway for passengers now and in the future is vital.

COVID-19

2.1.14 Whilst these are clearly challenging time for both the country and the rail industry in general, passengers and freight users will always expect their trains to run safely, reliably and on time. That is why it is important for Network Rail to continue to plan for the long-term and progress the plans for Cambridge South station. The Scheme introduces the capability for a new variation of stopping patterns at a new location on the WAML, whilst maintaining capacity which is vital to support the continued growth of the area.

2.1.15 A service pattern will be agreed at a later stage by the Department for Transport (DfT); however, the Scheme does not propose additional services on the rail network beyond those that operate currently.

2.1.16 It is expected that services would call at the station both early in the morning and later at night seven days a week, which ensures the accessibility benefits to the WAML and the CBC are available to passengers.

Requirements for the Scheme

Inclusive design for everyone

2.1.17 The DfT requires new stations to provide step-free access so passengers can move independently from pavement to platform using lifts or a footbridge and onto the train, with staff support if needed. Accessibility benefits everyone - people with health conditions or impairments, people with children, heavy luggage or shopping, and some older people.

East West Rail Central Section (Bedford to Cambridge)

2.1.18 One of the Project's requirements is to not preclude options for East West Rail Central Section services from Bedford to Cambridge onto the WAML. This has built on our engagement with the East West Rail Company to deliver an infrastructure design that can be adapted relatively easily to meet the longer-term needs of the railway network in the area and thereby allow potential future EWR Central Section services to call at the new station.

Scheme description

2.1.19 The Scheme comprises a new station on the WAML sited to the west of the CBC, nearest to Addenbrooke's Bridge and enhancement works at Shepreth Branch Junction (see table below for key features).

Feature	Description
Station	Construction of a new station on the WAML with two lifts per platform, stairs and footbridges, access for vehicles on the east, access for pedestrians and cyclists from both sides of the railway, five bays for Blue Badge holders and three bays for drop-off by private cars and three bays for drop-off by taxis on the east and space for a total of 1,000 cycles arranged on both sides of the railway.
Track and platforms	Remodelling the existing track layouts and installing two additional loops to serve four platforms; Enhancements to track at Shepreth Branch Junction.
Plant	Provision of supporting infrastructure such as overhead line electrification equipment and a substation for the purpose of powering railway systems.
Signalling	Modification of existing signals, equipment and associated cabling to allow new layout to be installed.
Telecommunications	Provision of new telecommunications facilities, relocation of a GSM-R mast and associated cabling.
Electrical and Power	Provision of power cables to serve railside and station infrastructure.
Drainage and culverts	Reconstruction of Tibbets Culvert to minimise flood risk and provision of additional sustainable drainage for the railway infrastructure and modification of several existing culverts to receive new track layout.
Highways	Modifications to roads and crossings as required to facilitate access and to the southern embankment of the Guided Busway to accommodate cycle parking on the east of the railway.
Level crossings	Closure of two private level crossings and provision of alternative access by means of a new private bridge across Hobson's Conduit, adjacent to Addenbrooke's Road.
Footbridge and Public Rights of Way	Temporary stopping up.
Provision of Exchange Land	To replace land acquired from Hobson's Park

Feature	Description
NCN Route 11	Temporary diversion of NCN Route 11 (cycle track) and reinstatement post construction to its original alignment under Nine Wells Bridge.
Ancillary infrastructure	Additional elements to ensure the Project is built and can be operated in a safe, efficient manner, such as fencing, lighting, electrical connections, pedestrian and vehicle access.
Maintenance infrastructure	Provision of permanent maintenance compounds and rail access points for maintainer vehicles and/or pedestrians.
Environmental	Potential environmental mitigation measures which could include planting/habitat creation and noise mitigation.

Table 2.1 Key Features of the Scheme

Benefits

2.1.20 The station would support connections across Cambridgeshire and East Anglia and would provide journeys to destinations such as London Stansted Airport, London Kings Cross, London St Pancras, London Liverpool Street, Birmingham and Ely.

2.1.21 The provision of a new station south of Cambridge will:

- connect Addenbrooke's and Royal Papworth hospitals and the CBC to potential destinations such as central London, London Stansted Airport, Ely, Birmingham and Europe via Eurostar from London St Pancras;
- improve connectivity to the rail network and give people travelling to/from South Cambridgeshire and beyond greater choice of where they can travel to/from;
- provide access to a growing area of high-quality employment on the CBC and support future growth of the Cambridge Life Science Cluster; and
- help relieve traffic congestion in the local area by supporting the development of environmentally- sustainable transport in Cambridge.

2.1.22 The works at Shepreth Branch Junction will maintain the performance of train services.

2.1.23 There are two private level crossings south of the new station: Websters level crossing which is used by a tenant to farm agricultural land on the west of the railway, and Dukes No.2 level crossing which is not used; however, rights have not formally been extinguished. Closure of both private level crossings would

improve safety for everyone and reduce the risk that level crossings present to the national rail network.

Consenting process

2.1.24 The WAML is currently a twin-track railway. It has been identified that four tracks are required to support a mixture of stopping and non-stopping services at the new station.

2.1.25 A footprint for the station buildings, cycle parking, access arrangements from both sides of the railway and associated railway infrastructure including track and platforms has been developed that shows that land outside of Network Rail's ownership on both sides of the railway is required to construct, maintain and operate the station. In addition, land for the siting of overhead line equipment (OLE) to the west of the new track at Shepreth Branch Junction is outside of Network Rail's ownership.

2.1.26 Network Rail will require powers under the Transport and Works Act 1992 for a Transport and Works Act Order (TWAO) to acquire land and rights over land compulsorily as well as powers to construct, operate and maintain the station, track and associated railway infrastructure.

2.1.27 These powers will include, but are not limited to:

- Rights to construct and operate the works for which deemed planning permission is sought;
- compulsory purchase of land and property which is required for the Scheme;
- the right to use land temporarily;
- Temporary stopping up and/or provision for temporary alternative routes;
- powers to acquire exchange land for open space land proposed to be acquired
- powers to divert any utilities; and
- amendments to other legislation.

2.1.28 Applications for TWAOs are made, in England, to the relevant Secretary of State and are made by (or on behalf of) the promoters of the scheme.

Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 (the Rules)

2.1.29 The purpose of the procedure is to assist the Secretary of State to come to an informed view on whether it is in the public interest to grant the TWAO.

2.1.30 As well as applying to the Secretary of State for a TWAO, Network Rail will also apply to the Secretary of State for a direction for deemed planning permission for the project.

2.1.31 Network Rail will use its permitted development rights to undertake the works on the southern approach into Cambridge Station which will help with performance of train services. These works are located wholly within Network Rail's operational land ownership.

3. STAKEHOLDER GROUPS

Identification of stakeholders

3.1.1 As part of the stakeholder management plan for the Scheme, this process has included stakeholder mapping to inform the engagement strategy. As well as assisting consultation in terms of compliance with the Rules, it has also aided the general method of consultation and engagement. In addition, Network Rail has also sought to engage with others who are not specified within the Rules but have been identified as part of the engagement strategy.

Statutory consultees

3.1.2 The Rules sets out the procedure for submission of a draft Order under the TWA.

3.1.3 The table below sets out all groups and organisations for the Scheme that must be served or notified under either Schedule 5 or Schedule 6 of the Rules (known as Schedule 5 or 6 consultees). Network Rail has termed these 'statutory consultees' for the purposes of consultation. Table 3.1 and Table 3.2 shows the full Schedule 5 and Schedule 6 consultees and the categories for which authority is sought.

Schedule 5 and 6 consultees (excluding land owners, tenants and lease holders)	
County Council	Cambridgeshire County Council
District Councils	Cambridge City Council South Cambridgeshire District Council
Government Agencies	Environment Agency Historic England Natural England Office of Rail and Road The Crown Estate
Lead Local Flood Authority	Cambridgeshire County Council LLFA Hobsons Conduit Trust
Parish Councils	South Trumpington Parish Meeting Great Shelford Parish Council
Statutory Undertakers	Cambridge Water Openreach Vodafone UK Power Networks CityFibre Anglian Water Cadent Gas Virgin Media
Interest groups	Auto-Cycle Union The British Driving Society The Cyclists Touring Club The Open Spaces Society The British Horse Society The Ramblers Association The Byways and Bridleway Trust
Street Managers	Cambridge Medipark Ltd

Table 3.1 Statutory Consultees

Engagement with local authorities

3.1.4 The administrative boundary between Cambridge City Council and South Cambridgeshire District Council runs through the Scheme. Network Rail entered into formal pre-application discussions with the authorities' fully integrated planning service delivered through the Greater Cambridge Shared Planning (GCSP) Service. Network Rail and GCSP have established a close working relationship with regular meetings with Council officers, the Network Rail project team and its consultant and designer, Arcadis. This engagement has seen GCSP provide technical and planning input into the design, scope of the Environmental Impact Assessment and the draft Environmental Statement chapters.

3.1.5 Briefings have been delivered to local councillors via the Southern Area Committee and the Joint Development Control Committee.

3.1.6 Engagement has been undertaken with Cambridgeshire County Council as the Local Highways Authority on the Transport Assessment, as the Lead Local Flood Authority on flood issues and as a landowner on property matters.

Statutory undertakers

3.1.7 There are a number of existing wayleave agreements for assets which cross the railway in the station area held by Cambridge Water and Vodafone UK.

3.1.8 Network Rail has already been in technical dialogue with all known statutory undertakers who have equipment in the areas that are subject to the proposed Order.

Those with a potential interest in land

3.1.9 For the first round of consultation Network Rail undertook a land identification exercise that identified those with an interest in the land within the footprint of the Scheme in respect of which compulsory acquisition powers could be sought through the TWAO application if private treaty arrangements cannot be made with the affected landowners in advance of the TWAO application being submitted.

3.1.10 Contact was made with those identified – upon initial investigation – as having a potential land interest and offers of engagement were made to discuss the Scheme with the Network Rail Property Surveyor and its land agent, Brown & Co. Initial letters were issued at the end of October 2019 and meetings took place ahead of the first round of public consultation with parties who requested further information. A subsequent set of letters were issued in October 2020 ahead of the second round of public consultation which resulted in further meetings being carried out. A third set of letters were issued in April 2021 to facilitate additional meetings. A number of the meetings have been carried out and others are in the process of being arranged.

3.1.11 Formal land referencing was initiated following the second round of consultation. Any new interests identified through the land referencing process were initially contacted by Brown & Co. In early 2021 the Network Rail appointed Bruton Knowles following a property tender who have since been liaising with landowners.

3.1.12 Where parcels of unregistered land, i.e. where ownership of land could not be ascertained through Land Registry or other record searches, site notices were displayed.

3.1.13 Discussions took place with those identified as having a potential land interest to inform them that their interest could be affected. This took place ahead of round one public consultation when station location options were being considered and then again after single option selection had occurred. Discussions were based upon design plans produced and shared as part of the public consultation process and gave Network Rail an opportunity to update affected landowners on the land requirements of the Scheme and for

landowners to raise any specific concerns and / or share their views. A further series of meetings are ongoing presently.

3.1.14 The landowners contacted are as follows:

- The Pemberton Estate – The Pemberton Estate holds the freehold title in land both to the east and west of the railway under a number of registered titles. An initial letter regarding the Scheme was issued at the end of October 2019 and a meeting held in February 2020. Subsequent to this, a second letter was issued in October 2020 with a second meeting taking place in November 2020. A third letter was issued in April 2021 and a meeting held in May 2021. At the point of our original contact, the estate advised that they were proposing to grant a leasehold interest in part of their landholding to Cambridge City Council. Both the Pemberton Estate and the City Council were asked whether an early acquisition of land within Hobsons Park could be agreed. However, due to the advanced nature of the lease both the Pemberton Estate and the City Council wished to proceed with the completion of the lease first. Contact remains ongoing with the Pemberton Estate who are aware of the land requirements of the Scheme

- Cambridge City Council – It is believed that the Council has now obtained a leasehold interest in land within Hobsons Park as referred to above. The land requirements of the Scheme have been discussed with the Council. An initial letter regarding the scheme was issued at the end of October 2019 and a meeting held in January 2020. Subsequent to this, a second meeting took place in November 2020 with an ongoing dialogue thereafter to explore the opportunities to secure an early acquisition of land needed for the Scheme as noted above. Whilst this was not successful, contact with the Council will continue relative to the land requirements of the Scheme.

- St Marys School – St Marys are the registered freeholder of land to the south of Long Road. Original contact with the school took place at the end of October 2019 and a meeting was held in January 2020. Subsequent to this, a second letter was issued in October 2020 and a further meeting held in November 2020. A third letter was issued in April 2021 and a further meeting held in May 2021. During the discussions, the scheme originally required part of the school's land for compound purposes during construction as well as an easement to assist with future maintenance requirements. However, design revision has removed both requirements meaning that there is no longer a direct impact on St Mary's registered title. The project interface with St Marys will focus upon the shared use of the access road leading off of Long Road and contact with the school remains ongoing in this respect.

- Long Road 6th Form – The 6th Form hold the registered freehold title to the land to the south of Long Road on the east of the railway. Original contact with the college took place at the end of October 2019 following which a meeting was held in January 2020. Subsequent to this, a second letter was issued in October 2020 and a further meeting held in

November 2020. A third letter was issued in April 2021 and a meeting held in June 2021. The land requirements of the Scheme have been discussed with the 6th form and no objections have been raised; Network Rail will continue to engage with the 6th Form college to reach agreed terms.

- Cambridge Medipark – Cambridge Medipark has a leasehold interest in land to the south of Long Road on the east of the railway. A letter was issued in October 2020 and a meeting held in November 2020. A further letter was issued in April 2021 and a further meeting took place in May 2021. The land requirements of the Scheme have been discussed with Cambridge Medipark and concerns have been raised regarding the impact of the Scheme on the existing drainage arrangement. Contact will be ongoing relative to this.

- Cambridge University Hospital Trust – CUH own a leasehold interest in the land to the east of the railway. A letter was issued in October 2020 and a meeting held in November 2020. A further letter was issued in April 2021. The land requirements of the Scheme have been discussed with the Trust and concerns have been raised regarding the impact of the Scheme on the existing drainage arrangement. Contact will be ongoing relative to this.

- AstraZeneca – AstraZeneca hold a leasehold interest in land to the west of Francis Crick Avenue and an emergency egress is required for the new station with the exit route crossing over their land. Initial contact took place with AstraZeneca in December 2019 when a meeting was held. Subsequent to this, a letter was issued in October 2020 and a further meeting took place in November 2020. A further letter was issued in April 2021. The land requirements of the Scheme have been discussed with AstraZeneca and concerns have been raised relative to the operation of the secondary means of escape that will affect their land interest. Contact will be ongoing relative to this.

- The Master Fellows and Scholars of the College of Saint John the Evangelist in the University of Cambridge – St Johns hold a freehold interest in land to the south of Addenbrookes Road on both the east and west of the railway. Initial contact took place at the end of October 2019 with a meeting held in January 2020. Subsequent to this, a second letter was issued in October 2020 and a further meeting took place during November 2020. A third letter was issued in April 2021. Contact with the agent acting for the college enabled the land requirements of the Scheme at the time to be discussed. However, as the design and land requirements have evolved, a subsequent meeting has been requested. This is awaited to discuss revisions to the Scheme which result in a greater permanent land acquisition than originally perceived. This is necessary due to a requirement to provide Exchange Land.

- The Websters – The Websters are tenants of St Johns College. An initial letter was issued at the end of October 2019. Following single option selection, a meeting was held in November 2020 whereby the land

requirements of the Scheme were discussed. A further meeting is required to discuss revisions to the Scheme which result in a greater permanent land acquisition than originally perceived. This is necessary due to a requirement to provide Exchange Land as above.

- Cambridgeshire County Council – The Council own the freehold interest in land to the south of Addenbrookes Road on the east of the railway. Initial contact took place at the end of October 2019 and a meeting was held in January 2020. Subsequent to this, a letter was issued in October 2020 and a meeting held in February 2021. A further letter was issued in April 2021. The land requirements of the Scheme have been discussed with the Council and further contact will be ongoing. The tenant of the Council was invited to attend a meeting to discuss the Scheme but declined.

- Sustrans – Sustrans hold a leasehold interest in land to the east of the railway. An initial letter was issued during January 2020. Subsequent to this, a further letter was issued in October 2020 and meeting held in December 2020. A further letter was issued in April 2021. The land requirements of the Scheme have been discussed with Sustrans and concerns have been raised regarding the interface with other TWAO schemes in the area. Network Rail will continue to liaise with Sustrans.

- Third party rights – vehicular and pedestrian access to the station will need to use the private roads Francis Crick Avenue and Robinson Way. There are a number of third parties who have been identified as having a right of way to over these roads. The TWAO seeks powers for Network Rail and its authorised licensees to also use these two roads. Given the number of third party interests which exist over these roads, it has not been possible to engage with all parties, but there is no intention to remove or extinguish these access rights, only to secure a new right to use the identified private roads.

Table 3.1 Schedule 5 - those to be served with a copy of the application and documents (Rule 13(3))

	Authority sought for:	Documents to be served on:	Proposed recipients:	Consultation
1	Works affecting the foreshore below mean high water spring tides, or tidal waters, or the bed of, or the subsoil beneath, tidal waters.	The Crown Estate Commissioners; Trinity House; the Environment Agency; the Secretary of State for Environment, Food and Rural Affairs; the Secretary of State for Transport (marked "for the attention of Maritime and Coastguard Agency"); and, for works – (a) In or adjacent to Wales, the National Assembly for Wales; (b) In or adjacent to the counties of Devon and Cornwall and the Isles of Scilly, the Duchy of Cornwall; and (c) In or adjacent to the counties of Cumbria, Lancashire, Merseyside and Cheshire; the Duchy of Lancaster.	None. No works are proposed.	Not applicable
2	Works affecting the banks of, or the subsoil beneath, a river.	The Environment Agency and any relevant operator.	None. No works are proposed.	Not applicable
3	Works affecting the banks of, or the bed of, or subsoil beneath, an inland	The British Waterways Board; the Inland Waterways Amenity Advisory	None. No works are proposed.	Not applicable

	Authority sought for:	Documents to be served on:	Proposed recipients:	Consultation
	waterway comprised in the undertaking of the British Waterways Board or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving the undertaking.	Council; the Inland Waterways Association; the National Association of Boat Owners; and the Environment Agency.		
4	Works affecting the banks or the bed of, or subsoil beneath, a canal or inland navigation not comprised in the undertaking of the British Waterways Board or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving such canal or inland navigation.	Any relevant operator; the Environment Agency; the Inland Waterways Association; and the National Association of Boat Owners.	None. No works are proposed.	Not applicable
5	Works causing or likely to cause an obstruction to the passage of fish in a river.	The Environment Agency, and for works– (a) In England, the Secretary of State for Environment, Food and Rural Affairs; and (b) In Wales, the National Assembly for Wales.	None. No works are proposed.	Not applicable
6	Works involving tunnelling or excavation deeper than 3 metres	The Environment Agency	The Environment Agency	First round of consultation letter and pack sent 20 January 2020

	Authority sought for:	Documents to be served on:	Proposed recipients:	Consultation
	below the surface of the land, other than for piling or making soil tests.			Second round of consultation letter and pack sent 19 October 2020 The Environment Agency raised concerns about groundwater being adequately managed and protected throughout the development lifecycle, considering potential impacts upon both water quality and quantity. Feedback from EA has been incorporated in Chapter 12 of ES which details the baseline conditions at the site including design and mitigation. Issues relating to water resources are covered within Chapter 18 Water Resources.
7	Works affecting an area under the control of a harbour authority as defined in in section 57 (1) of the Harbours Act 1964(a).	The relevant harbour authority and the relevant navigation authority (if different).	None. No works are proposed.	Not applicable

	Authority sought for:	Documents to be served on:	Proposed recipients:	Consultation
8	Works affecting a site protected under the Protection of Wrecks Act 1973 (b).	For works – (a) In or adjacent to England, the Secretary of State for Culture, Media and Sport; and (b) In or adjacent to Wales, the National Assembly for Wales.	None. No works are proposed.	Not applicable
9	Works affecting, or involving the stopping-up or diversion of, a street, or affecting a proposed highway.	The relevant highway authority, or where the street is not a highway maintainable at public expense, the street managers.	Cambridgeshire County Council, Cambridge Medipark Ltd and Cambridge University Hospital	First round of consultation letter and pack sent 20 January 2020 Second round of consultation letter and pack sent 19 October 2020 Steering Group of Cambridge Biomedical Campus and local planning authorities has been established to discuss all highways issues, this has led to resolution of issues and collaborative agreements with all parties.
10	The stopping-up or diversion of a footpath, a bridleway, a byway or a cycle track.	Every parish or community council in whose area the relevant way or track is, or is proposed to be, situated, the	Auto-Cycle Union, the British Horse Society, the Byways and Bridleway	First round of consultation letter and pack sent 20 January 2020

	Authority sought for:	Documents to be served on:	Proposed recipients:	Consultation
		Auto- Cycle Union, the British Horse Society, the Byways and Bridleway Trust, the Open Spaces Society, the Ramblers Association, the British Driving Society and the Cyclists Touring Club; and for works – (a) In the counties of Cheshire, Derbyshire, Greater Manchester, Lancashire, Merseyside, South Yorkshire, Staffordshire and West Yorkshire, the Peak and Northern Footpaths Society, and (b) In the county of Bedfordshire, the borough of Luton and within the district of South Bedfordshire the parishes of Barton le Clay, Caddington and Slip End, Dunstable, Eaton Bray, Houghton Regis, Hyde, Kensworth, Streatly, Studham, Sundon, Toddington, Totternhoe and Whipsnade, the Chiltern Society; and (c) In the county of Buckinghamshire, in the districts of Chiltern, Wycombe and South Bucks, and within the district of	Trust, the Open Spaces Society, the Ramblers Association, the British Driving Society, the Cyclists Touring Club, Great Shelford Parish Council and South Trumpington Parish Meeting.	Second round of consultation letter and pack sent 19 October 2020 Engaged with Cambridge Cycling organisations, Great Shelford Parish Councils and Trumpington Residents Association in respect of proposed shared use footpath and shared cycling/pedestrian footpath on the western approach to the station. Proposals have been shared and discussed with Cambridge City Council, Cambridgeshire County Council and South Cambridgeshire District Council and Greater Cambridge Shared Planning Authority.

	Authority sought for:	Documents to be served on:	Proposed recipients:	Consultation
		Aylesbury Vale the parishes of Aston Clinton, Buckland, Drayton Beauchamp, Edlesborough, Northall and Dagnall, Halton, Ivinghoe, Marsworth, Pitstone, Wendover and Weston Turville, the Chiltern Society; and (d) In the county of Hertfordshire, in the districts of Dacorum and Three Rivers, and within the district of North Hertfordshire the parishes of Hexton, Hitchin, Ickleford, Ippollitts, King's Walden, Langley, Lilley, Offley, Pirton, Preston and St Apul's Warden, the Chiltern Society; and (e) In the county of Oxfordshire, the district of South Oxfordshire, the Chiltern Society; and (f) In Wales, the Welsh Trail Riders' Association.		
11	The construction of a transport system involving the placing of equipment in or over a street.	The relevant street authority and, where the works are to be carried out in Greater London, Transport for London.	None. No works are proposed.	Not applicable

	Authority sought for:	Documents to be served on:	Proposed recipients:	Consultation
12	Works affecting land in, on or over which is installed the apparatus, equipment or street furniture of a statutory undertaker.	The relevant statutory undertaker.	Openreach, Vodafone UK, UK Power Networks, CityFibre, Anglian Water, Cadent Gas, Virgin Media and Cambridge Water	First round of consultation letter and pack sent 20 January 2020 Second round of consultation letter and pack sent 19 October 2020 All utilities companies have been actively engaged and Protective Provisions issued where applicable.
13	Works in area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority.	The Coal Authority.	None. No works are proposed.	Not applicable
14	Work affecting: (i) A building listed under Part 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (a); (ii) An ancient monument scheduled under Ancient Monuments and Archaeological Areas Act 1979 (b); or	For works – (a) In or adjacent to England, the Historic Buildings and Monuments Commission for England; and (b) In or adjacent to Wales, the National Assembly for Wales and the Royal Commission on Ancient and Historical Monuments in Wales.	Historic England in respect of 14(ii) & (iii).	First round of consultation letter and pack sent 20 January 2020 Second round of consultation letter and pack sent 19 October 2020 Engagement has taken place with Historic England and Cambridge City Council

	Authority sought for:	Documents to be served on:	Proposed recipients:	Consultation
	(iii) Any archaeological site.			(Historic Environment Team) in respect of the Scheduled Monument at Hobson's Park throughout 2020 and in early 2021.
15	Works affecting: (i) A conservation area designated under Part 2 of the Planning (Listed Buildings and Conservation Areas) Act 1990; or (ii) An area of archaeological importance designated under section 33 of the Ancient Monuments and Archaeological Areas Act 1979.	For works – (a) In England, the Historic Buildings and Monuments Commission for England; and (b) In Wales, the National Assembly for Wales.	Historic England in respect of 15(ii).	First round of consultation letter and pack sent 20 January 2020 Second round of consultation letter and pack sent 19 October 2020 As above.
16	Works affecting a garden or other land of historic interest registered pursuant to section 8C of the Historic Buildings and Ancient Monuments Act 1953(a).	For works – (a) In England, the Historic Buildings and Monuments Commission for England; and (b) In Wales, the National Assembly for Wales.	None. No works are proposed.	Not applicable

	Authority sought for:	Documents to be served on:	Proposed recipients:	Consultation
17	Works affecting: (i) A site of special scientific interest of which notification has been given or has effect as if given under section 28(1) of the Wildlife and Countryside Act 1981(b). (ii) An area within 2 kilometres of such a site of special scientific interest and of which notification has been given to the local planning authority; or (iii) Land declared to be a national nature reserve under section 35 of the Wildlife and Countryside Act 1981; or a marine nature reserve designated under section 36 of that Act.	For works – (a) In or adjacent to England, English Nature; and (b) In or adjacent to Wales, the Countryside Council for Wales.	Natural England in respect of 17(iii).	First round of consultation letter and pack sent 20 January 2020 Second round of consultation letter and pack sent 19 October 2020 Natural England has advised that it is not a priority for them to comment on the detail of this EIA. They expect the final ES to include all necessary information as outlined in Part 4 of the Town & Country Planning (Environmental Impact Assessment) Regulations 2017.
18	Works affecting a National Park or an Area of Outstanding Natural Beauty.	For works – (a) In or adjacent to England, English Nature; and (b) In or adjacent to Wales, the Countryside Council for Wales.	None. No works are proposed.	Not applicable

	Authority sought for:	Documents to be served on:	Proposed recipients:	Consultation
19	Works which are either: (i) Within 3km of Windsor Castle, Windsor Great Park or Windsor Home Park; or (ii) Within 800m of any other royal palace or royal park and which are likely to affect the amenity or security of that palace or park.	The Secretary of State for Culture, Media and Sport.	None. No works are proposed.	Not applicable
20	Works which are within 250m of land which: (i) Is, or has been within 30 years immediately prior to the date of the application, used for the deposit of refuse or waste; or (ii) Has been notified to the local planning authority by the waste regulation or disposal authority for the relevant area.	The Environment Agency.	None. No works are proposed.	Not applicable
21	The carrying- out of an operation requiring hazardous substances consent under the Planning	The hazardous substances authority as defined in that Act and the Health and Safety Executive.	None. No works are proposed.	Not applicable

	Authority sought for:	Documents to be served on:	Proposed recipients:	Consultation
	(Hazardous Substances) Act 1990(c).			
22	Works not in accordance with a development plan and which either - (i) Involve the loss of not less than 20 hectares or agricultural land of grades 1, 2 and 3a (in aggregate; or (ii) Taken with the other associated works cumulatively involve the loss of not less than 20 hectares of such land.	(i) and (ii). For works - (a) In England, the Secretary of State for Environment, Food and Rural Affairs. (b) In Wales, the National Assembly for Wales.	None. No works are proposed.	Not applicable
23	i) Works which would affect the operation of any existing railway passenger or tramway services provided under statutory powers; or (i) the construction of a new railway for the provision of public passenger transport, or of a new tramway.	Transport Focus (a) or the London Transport Users' Committee (b) as the case may require.	Transport Focus	First round of consultation letter and pack sent 20 January 2020 Second round of consultation letter and pack sent 19 October 2020 Transport Focus have been engaged throughout the process of consultation and in addition have raised several queries which have been responded to.

	Authority sought for:	Documents to be served on:	Proposed recipients:	Consultation
24	Works to construct, alter or demolish a transport system or to carry out works ancillary to its operation or works consequential upon its abandonment or demolition.	Her Majesty's Railway Inspectorate (now the Office of Rail and Road (ORR)).	Office of Rail and Road	First round of consultation letter and pack sent 20 January 2020 Second round of consultation letter and pack sent 19 October 2020
25	Works to construct new railways to which any regulatory provisions in the Railways Act 1993 (c) would apply or provisions to amend existing powers in relation to railways subject to such regulation.	Office of Office of Rail and Road	Office of Rail and Road	First round of consultation letter and pack sent 20 January 2020 Second round of consultation letter and pack sent 19 October 2020
26	The right for a person providing transport services to use a transport system belonging to another.	The operator of the relevant transport system.	None. No works are proposed.	Not applicable
27	Works affecting land in which there is a Crown interest.	The appropriate authority for the land, within the meaning of section 25(3).	None. No works are proposed.	Not applicable
28	Works to be carried out in Greater London.	The Mayor of London.	None. No works are proposed.	Not applicable

Table 3.2 Schedule 6 - those to be served with notice of the application (Rule 14(4))

	Authority sought for:	Those to be served:	Proposed recipients:	Project development and design consultation
1.	Works affecting the foreshore below mean high water spring tides, or tidal waters, or the bed of, or the subsoil beneath, tidal waters (except where the land affected by the works falls within category 17 of Schedule 5 to these Rules).	For works – (a) In or adjacent to England, English Nature; and (b) In or adjacent to Wales, the Countryside Council for Wales.	None. No works are proposed.	Not applicable
2.	Works affecting the banks of, or the subsoil beneath, a river.	The Crown Estate Commissioners; and (except where the land affected falls within category 17 of Schedule 5 to these Rules) for works – (a) In England, English Nature; and (b) In Wales, the Countryside Council for Wales.	Natural England and the Crown Estate	First round of consultation letter and pack sent 20 January 2020 Second round of consultation letter and pack sent 19 October 2020
3.	Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway, a canal or inland navigation, or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving that inland waterway, canal or inland navigation.	Any organisation (other than the Inland Waterways Association and the National Association of Boat Owners) upon which the Secretary of State has required the applicant to serve notice, as appearing to the Secretary of State to represent a substantial number of persons using	None. No works are proposed.	Not applicable

	Authority sought for:	Those to be served:	Proposed recipients:	Project development and design consultation
		the inland waterway, canal or inland navigation in question; and (except where the land affected falls within category 17 of Schedule 5 to these Rules) for works – (a) In England, English Nature; and (b) In Wales, the Countryside Council for Wales.		
4.	Works affecting an area under the control of a harbour authority as defined in in section 57 (1) of the Harbours Act 1964(a).	The navigation authority for any adjoining waterway (if different from the navigation authority for the harbour area) and the conservancy authority for any adjoining waterway.	None. No works are proposed.	Not applicable
5.	Works which would, or would apart from the making of an order, require a consent to the discharge of matter into waters or onto land under Chapter 2 of Part 3 of the Water Resources Act 1991(b).	The Environment Agency.	The Environment Agency	First round of consultation letter and pack sent 20 January 2020 Second round of consultation letter and pack sent 19 October 2020
6.	Works likely to affect the volume or character of traffic entering or leaving –	(i) For works – (a) in England, the Secretary of State for Transport (marked	None. No works are proposed.	Not applicable

	Authority sought for:	Those to be served:	Proposed recipients:	Project development and design consultation
	(i) A special road or trunk road; (ii) Any other classified road.	"for attention of the Highways Agency"); and (b) In Wales, the National Assembly for Wales. (ii) The relevant highway authority.		
7.	The construction of a transport system involving the placing of equipment in or over a street (except a level crossing).	Owners and occupiers of all buildings of all buildings which have a frontage on, or a private means of access which first meets the highway at, the part of the street in or over which equipment is to be placed, other than those on whom a notice has been served pursuant to rule 15(1).	None. No works are proposed.	Not applicable
8.	Works affecting any land on which there is a theatre as defined in Section 5 of the Theatres Trust Act 1976.	The Theatres Trust.	None. No works are proposed.	Not applicable
9.	The modification, exclusion, amendment repeal or revocation of a provision of an Act of Parliament or statutory instrument conferring protection or benefit upon any person (whether in his capacity as	The person upon whom such protection or benefit is conferred, or the person currently entitled to that protection or benefit.	None. No works are proposed.	Not applicable

	Authority sought for:	Those to be served:	Proposed recipients:	Project development and design consultation
	the owner of designated land or otherwise) specifically named therein.			
10.	The compulsory purchase of ecclesiastical property (as defined in section 12(3) of the Acquisition of Land Act 1981).	The Church Commissioners.	None. No works are proposed.	Not applicable
11.	Works in Greater London or a metropolitan county.	The relevant Fire and Rescue Authority within the meaning of Part 1 of the Fire and Rescue Services Act 2004(b) and the relevant Police Authority within the meaning of Part 1 of the Police Act 1996.	None. No works are proposed.	Not applicable
12.	The right to monitor, survey or investigate land (including any right to make trial holes in land).	Every owner and occupier of the land, other than the owner or occupier named in the Book of Reference as having an interest or right in or over that land.	All those identified in the Book of Reference where a right is sought to monitor or survey land	First round of consultation letter and pack sent 20 January 2020 Second round of consultation letter and pack sent 19 October 2020 Brown & Co and Bruton Knowles have liaised with

	Authority sought for:	Those to be served:	Proposed recipients:	Project development and design consultation
				landowners where this has been necessary.
13.	Works or traffic management measures that would affect services provided by a universal service provider in connection with the provision of a universal postal service and relating to the delivery or collection of letters.	Every universal service provider affected.	None. No works are proposed.	Not applicable
14.	Works in an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority.	The holder of the current licence under section 36(ii) of the Coal Industry Nationalisation Act 1946 (savings as to certain coal) or under Part 2 of the Coal Industry Act 1994.	None. No works are proposed.	Not applicable
15.	Works for which an environmental impact assessment is required.	For works – (a) in England, the Commission for Architecture and the Built Environment; and ((b) In Wales, the Design Commissioner for Wales.	None. No works are proposed.	The requirement to serve under Schedule 6(15) was revoked by SI 2012/147 when CABE was absorbed into the Design Council.
16.	The compulsory acquisition of land, or the right to use land, or the	Any owner/occupier with an interest in land other than a person who is named in the Book of Reference	All those identified in the Book of Reference	First round of consultation letter and pack sent 20 January 2020

	Authority sought for:	Those to be served:	Proposed recipients:	Project development and design consultation
	carrying out of protective works to buildings.	described in rule 12(8), whom the applicant thinks is likely to be entitled to make a claim for compensation under section 10 of the Compulsory Purchase Act 1965(f) if the order is made and the powers in question are exercised, so far as he is known to the applicant after making diligent inquiry.		Second round of consultation letter and pack sent 19 October 2020 The Network Rail Property Team, and appointed land agents Bruton Knowles have liaised with landowners as described in 3.1.11 and 3.1.12.

4. ROUND ONE CONSULTATION

Consultation dates

4.1.1 The consultation ran for a six- week period from 20 January to 2 March 2020.

Proposals presented for consultation

4.1.2 Given the Client requirement that the station should, if possible, be located between Addenbrooke's Bridge which carries the Guided Busway, and Nine Wells Bridge which carries Addenbrooke's Road, development work focused on this area. It was further identified that this space is best suited for the station in any case, as locating the station further north meant it would be too close to Cambridge Station due to acceleration and braking distances of trains, and access to the station would have been particularly challenging. South of this area, the station risked precluding future options for East West Rail Central Section.

4.1.3 As the bridges are only c.600m apart, locating the station anywhere between them makes very little difference to the operation of the railway or to the railway infrastructure required. Far more relevant for this project are the implications for the local area arising from access, the suitability of location for best serving key local destinations, and the environmental impacts.

4.1.4 Three station location options were put forward for consultation: northern location - Option 1 (Figure 4.1); central location - Option 2 (Figure 4.2) and southern location – Option 3 (Figure 4.3).

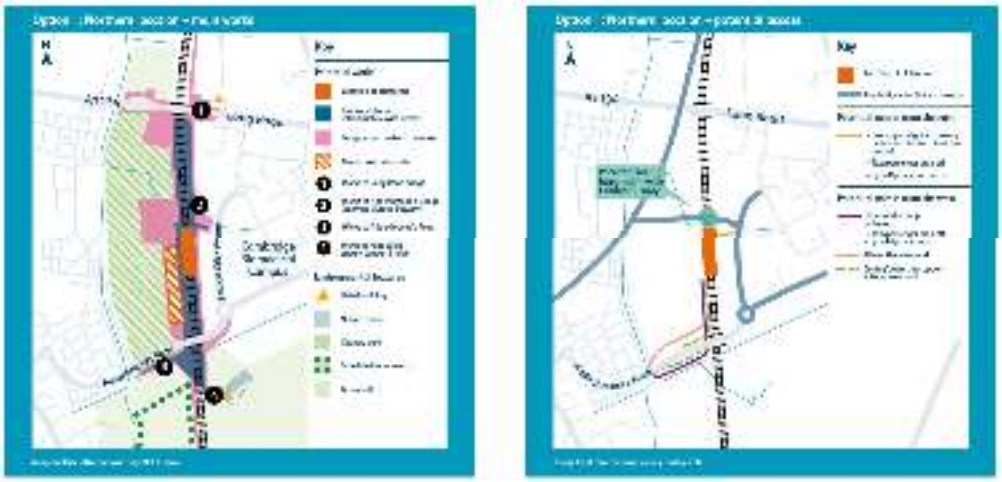


Figure 4.1 Northern station location showing main works and potential access

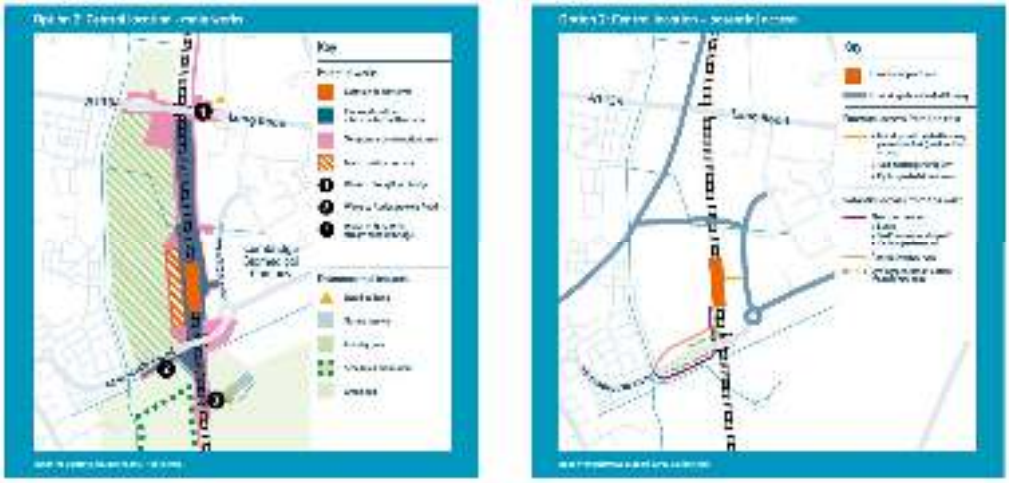


Figure 4.2 Central station location showing main works and potential access

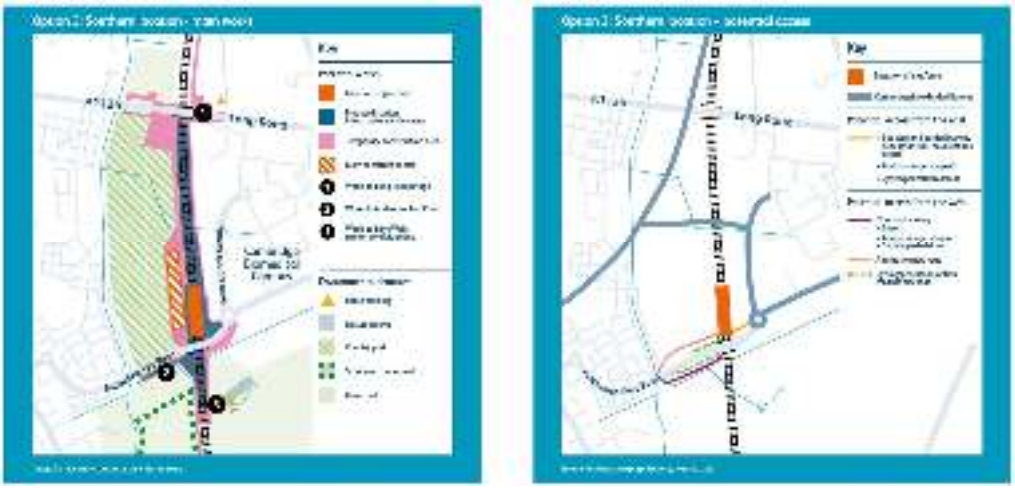


Figure 4.3 Southern station location showing main works and potential access

4.1.5 Option 1 showed platforms closest to Addenbrooke's Bridge with potential for integration with the Guided Busway and that works to Long Road Bridge, Addenbrooke's Bridge, Nine Wells Bridge and Nine Wells stream conduit bridge could be required to construct the station.

4.1.6 Option 2 showed platforms equidistant between the two bridges with potential for works to Long Road Bridge, Nine Wells Bridge and Nine Wells stream conduit bridge to construct the station.

4.1.7 Option 3 showed platforms closest to Nine Wells Bridge with the potential for works to Long Road Bridge, Nine Wells Bridge and Nine Wells stream conduit bridge to construct the station.

4.1.8 Access from the east would be limited to private/taxi drop-off and pick-ups, pedestrians and cyclists, but not for public transport services. Access from the west was shown to allow for one of two possible new roads from Addenbrooke's Road, north and south of the highway serving buses, private cars/taxis, pedestrians and cyclists.

4.1.9 Each option showed the potential preliminary permanent and temporary land requirements for the platforms, infrastructure and proposed temporary use of a portion of Hobson's Park as a work site.

4.1.10 Feedback was sought on the location options between the two bridges and how access arrangements would work for passengers for each location.

Who we consulted with

4.1.11 The consultation was open to everyone who wanted to participate. Consultation planning recognised that effective and on- going engagement with the following wide range of stakeholders is key to the successful promotion of the TWAO:

- Schedule 5 and 6 consultees;
- Those with potential land interests (potential to be a Schedule 6 consultee);
- Local access, user, and interest groups;
- Elected representatives;
- Organisations identified as having an interest in the Scheme such as parish councils within South Cambridgeshire, Sustrans, cycling groups, companies on the CBC, residents' associations, rail user groups, local interest groups; and
- The public, including local residents and commuters.

4.1.12 Schedule 5 and 6 consultees were sent an email and an accompanying Round One Consultation Stakeholder Information Pack detailing the project on 20 January 2020. A number of other organisations identified as having an interest in the project were also sent an email with the pack.

Promoting consultation awareness

4.1.13 Various promotional activities were used to raise awareness amongst stakeholders of the consultation and when and how they could participate and contribute. Copies of promotional materials are shown in Appendix A.

Flyers distributed to households and commuters

4.1.14 Flyers alerting people to consultation specifics such as dates, event details and links to the consultation materials were posted to approximately 13,000 households and businesses within an area agreed with Cambridgeshire County Council (see Figure 4.4); this covered part of Cambridge City Council and South Cambridgeshire District Council areas to the south and households within the parish boundaries of Grantchester, Haslingfield, Hauxton, Harston, Great Shelford, Little Shelford and Stapleford.

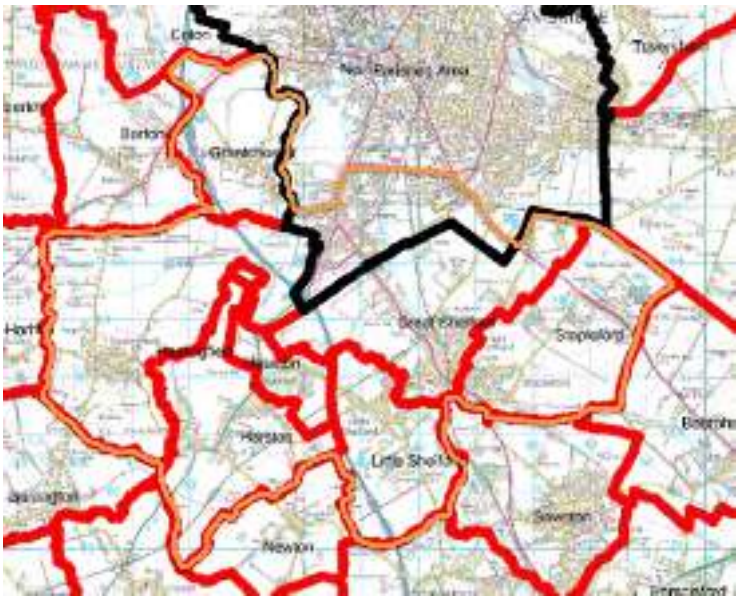


Figure 4.4 Consultation zone

4.1.15 8,700 flyers were handed out at eight railway stations along the West Anglia Mainline and the East Coast Mainline - London St Pancras Station, London Kings Cross Station, London Liverpool Street Station, Cambridge Station, Cambridge North Station, Ely Station, Kings Lynn Station and Waterbeach Station.

Media advertising and press releases

4.1.16 Colour adverts were placed in Cambridge News on 8 and 10 January 2020 and in Cambridge Independent on 15 and 17 January 2020 with details of the consultation.

4.1.17 Press releases were issued to a broad range of local, national and industry publications and radio media.

Social media

4.1.18 12 tweets were sent from Network Rail's Twitter accounts.

Presenting consultation information

4.1.19 A number of channels were used to present information to stakeholders.

Consultation materials

4.1.20 Information about the project, station location options and access proposals were set out in a public consultation brochure and a more detailed document called the Round One Consultation Stakeholder Information Pack. Copies of these consultation materials are shown in Appendix A.

4.1.21 The brochure included a detachable feedback form and was available at the consultation events. Community stakeholders who requested copies of the

consultation brochure were sent a copy; a list of these organisations is shown in Appendix A.

4.1.22 Both documents were made available for download from the project Consultation Hub accessed via the Network Rail website.

Online presence

4.1.23 The project webpage (www.networkrail.co.uk/cambridge- south- station) on the Network Rail website was updated to promote awareness of the consultation and to include a link to a page on the Consultation Hub (https://consultations.networkrail.co.uk/communications/cambridge- south/).

4.1.24 The Consultation Hub featured details of the consultation events, drawings, the consultation materials and a feedback form.

Events

4.1.25 Local stakeholders such as district, ward and parish councillors, funding partners, representatives from organisations with an interest in the project and Members of Parliament were invited to an event held on 17 January 2020 where presentations were made and consultation materials displayed.

4.1.26 Nine consultation events were promoted as part of Round One consultation to enable all stakeholders to view the proposals, meet the project team and ask questions. Venues such as community facilities and areas of high footfall that had available slots were chosen near to the CBC and the surrounding villages to the south of Cambridge. Following the second event at Royal Papworth Hospital, Network Rail took up an opportunity to hold an additional event at Addenbrooke's Hospital on 3 February. The list of dates, times and locations is shown in Table 4.1.

Location	Date	Time	Address
The University Centre	20 January 2020	4- 8pm	Granta Place, Cambridge CB2 1RU
Long Road Sixth Form College	21 January 2020	5- 9pm	Long Road, Cambridge CB2 8PX
Royal Papworth Hospital, The Atrium	22 January 2020	9- 1pm	Papworth Road, Cambridge Biomedical Campus, Cambridge CB2 0AY
Netherhall School	23 January 2020	4- 8pm	Queen Edith's Way, Cambridge CB1 8NN
Trumpington Pavilion	24 January 2020	10- 2pm	King George V Playing Field, Paget Road, Trumpington CB2 9JF
Shelford Rugby Club	25 January 2020	10- 2pm	The Davey Field, Cambridge Road, Great Shelford CB22 5JU
Little Shelford Memorial Hall	28 January 2020	3.30pm - 7.30pm	The Long House, 11 Church Street, Little Shelford CB22 5HG
Grantchester Village Hall	29 January 2020	4- 8pm	Vicarage Drive, Grantchester CB3 9NG
Stapleford Jubilee Pavilion	30 January 2020	1- 5pm	Stapleford Recreation Ground, Off Haverhill Road, Stapleford CB22 5BX
Addenbrooke's Hospital	3 February 2020	10- 1pm	Hills Road, Cambridge CB2 0QQ

Table 4.1 Round One consultation events

4.1.27 Consultation boards showing the drivers and benefits of the project, drawings of the station location options and potential access and ways to submit feedback on the consultation were displayed as well as the consultation

brochure, copies of which were available to take away. Copies of these consultation boards are shown in Appendix A.

Measuring consultation awareness promotion

4.1.28 During the consultation we received high volumes of feedback and general interest:

- 47,000 impressions (i.e. number of times content was delivered to someone's feed) driving 2,054 engagements via social media;
- 989 people attended the 10 events;
- 967 items of feedback received;
- coverage by a number of local, national and industry publications; and
- interviews on BBC Radio Cambridge on 18 December 2019 and 20 January 2020.

Submitting feedback

4.1.29 A feedback form was provided which focussed on five questions, namely the level of support for a new station in the south of Cambridge, which station location option was preferred, the access proposals for the preferred location, and if the respondent wished to add further comments on the proposals.

4.1.30 Respondents were invited to provide their feedback in a number of ways:

- Completing the feedback form online on the Consultation Hub;
- Posting the tear-off feedback form attached to the consultation brochure to Network Rail, 167- 169 Westbourne Terrace, London, W2 6JX (reply paid)
- Emailing cambridgesouth@networkrail.co.uk

4.1.31 Queries sent to the email address were responded to by the project team.

5. ROUND ONE CONSULTATION FEEDBACK

Volume of feedback

5.1.1 967 items of feedback were received: 723 items were submitted via the Consultation Hub, 171 items via the paper feedback form and 73 items via email.

5.1.2 Table 5.1 shows the volume of feedback broken down by stakeholder group and how the feedback was received.

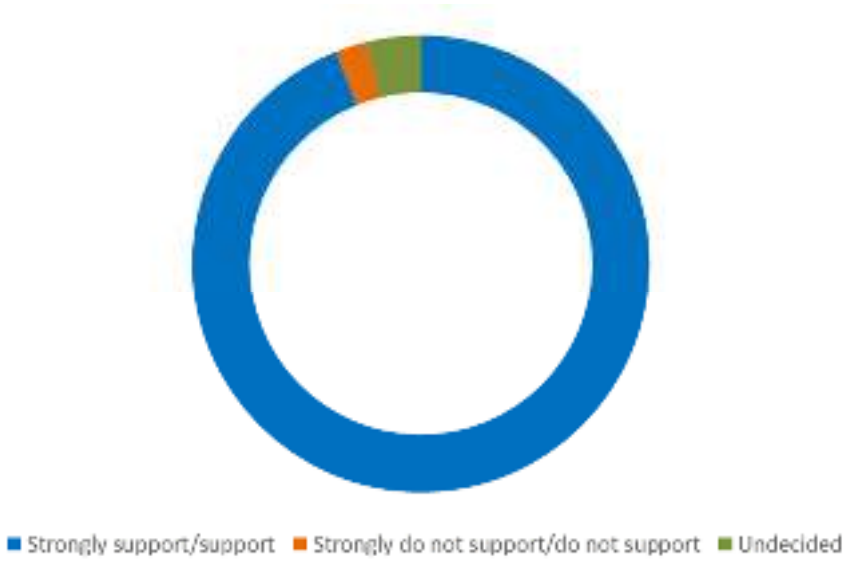
Table 5.1 Volume and format of responses received by stakeholder group

Stakeholder	Email	Consultation Hub	Paper form
Schedule 5 and 6 consultees	18		
Other groups	17	9	
General public	38	714	171

Support for the scheme

5.1.3 A total of 923 respondents recorded their views on the station, shown in Figure 5.1 867 specified that they either strongly supported or supported the station in the south of Cambridge; 21 strongly did not support or did not support the station and 35 declared they were 'undecided'.

Figure 5.1 Views on a new station south of Cambridge



Categorising responses

5.1.4 The responses ranged from detailed commentaries to very short remarks.

5.1.5 Each response was analysed and a number of themes emerged.

5.1.6 Table 5.2 lists these below with a description of each theme.

Table 5.2 Themes from Round One consultation responses

Theme	Description
Role of the station	Opinions on who would use the station
Views	Views on levels of support, benefits or issues about the project
Station location and potential access	Opinion on the location options, reasons for the preferred choice and potential access methods
Station design	Views on elements such as the station building, lifts, toilets, cycle spaces and storage and public art
Transport	Matters such as bus, cycle and pedestrian connections, roads, parking on-street and onward travel onto the CBC
Engineering	Opinion on platform and track configurations, structures and utilities
Environment	Views on impacts on environmental designations, noise, vibration, flora and fauna, hydrology, biodiversity
Land requirements	Challenge on permanent and temporary land use requirements
People	Consider accessibility needs, health, recreational uses
Construction	Consider impacts during construction on local residents, CBC users, protect environment, location of construction compounds
Other projects	Consider interface with other proposed transport schemes and level of integration
Consultation	Question the level of information provided
Other	Any other comment which is not covered by the above topics.

5.1.7 As items of feedback often contained numerous comments covering multiple themes, every item was carefully evaluated to understand the views, issues and concerns the respondent made. This resulted in a list of 107 codes which enabled the systematic categorisation of all the responses and provided a structure to evaluate the comment and feed into the development of the Scheme.

Overview of responses

Schedule 5 and 6 consultees

The Project received 18 responses from Schedule 5 and 6 consultees. Table 5. sets out a summary of the responses categorised by theme, the project's position and the outcome on the Scheme's development at that time.

Table 5.3 Responses from Schedule 5 and 6 consultees at Round One consultation

Theme	Summary of response	Project's position at Round One consultation	Outcome on Scheme development
Views	Recognition that there is the potential for modal shift offered by the new station as a benefit to the strategic road network, improve connectivity to wider community to south of Cambridge, concerns that the project shows a lack of ambition and should be designed as an integral part of the longer-term transport plans for the area.	We welcome support for the project and recognise that the station has a part to play in providing sustainable transport to the CBC and for local residents. The remit we have been given covers the rail infrastructure for a new station south of Cambridge. We will continue to engage with the local authorities to understand what opportunities exist to support an integrated and accessible sustainable public transport strategy to ensure that the proposed station has a suitable interface with the surrounding transport network.	Developed options further to inform future engagement with stakeholders, taking into consideration the comments raised and working to the remit provided. Continued to engage with local authorities, landowners, Campus stakeholders and other parties to clarify understanding of the remit and proposals, discuss ideas and issues and other stakeholders' points of view, exchange opinions, negotiate concerns and solve problems.
Station location	Northern location option is closest to the centre of the CBC, offers best opportunity for interchange between services on the Busway and bus stops, connects most directly into the heart of the established campus, to which the	There are a number of potential opportunities and challenges with each of the station location options that need further consideration and clarification with input from local authorities, landowners, Campus	Developed options further to inform future engagement with stakeholders, taking into consideration the comments raised and working to the remit provided.

Theme	Summary of response	Project's position at Round One consultation	Outcome on Scheme development
	majority of staff and visitors will continue their journeys. Concerns that this location could cause most disruption to Addenbrooke's Bridge during construction however opportunity should be taken to rebuild the bridge to provide better facilities for pedestrians and cyclists.	stakeholders and other parties. Options will be developed further, taking into consideration the comments raised. Further engineering design work will take place over the next few months to develop the options and inform further engagement with stakeholders.	Continued to engage with local authorities, landowners, Campus stakeholders and other parties to clarify understanding of the remit and proposals, discuss ideas and issues and other stakeholders' points of view, exchange opinions, negotiate concerns and solve problems.
	Central location option poses operational challenges for the University of Cambridge's developments adjacent to the railway track		
	Southern location option was favoured by a small number as it would serve better the future expansion of the Campus which is proposed to the south		
	General comments: explore all available opportunities for as much station infrastructure to be located on the CBC side, co-locate the station entrance with one of the other users to that side.		

Theme	Summary of response	Project's position at Round One consultation	Outcome on Scheme development
Station access - vehicles	Assertion that vehicular access should be from the east to avoid incursion into Hobson's Park; vehicle access proposed from the west strongly opposed	Vehicular access would be limited to one side of the station with parking for staff and Blue Badge holders only with limited taxi and car drop-off bays. Further engineering design work will take place over the next few months to develop a preferred station location and investigate all access variables given the constraints on both sides of the railway.	Developed access for each location option to inform future engagement with stakeholders.
Station access - pedestrians and cyclists	Assertion that access from both sides of the railway is needed, do not want access priority given to CBC users, provide a separate segregated pedestrian and cycle bridge across the railway.	Access to the station will be provided from both the east and west of the tracks and would be designed to prioritise sustainable onward journeys for passengers using the station. To provide full integration of the station within the existing urban environment, the station entrance and access would be designed to provide direct access and interchange to key transportation modes. The remit we have been given covers the rail infrastructure for a new station south of Cambridge. Provision of a	Developed access for each location option to inform future engagement with stakeholders.

Theme	Summary of response	Project's position at Round One consultation	Outcome on Scheme development
		separate means of crossing the railway is not part of the remit.	
Station design - accessible facilities	Assumption that station includes standard access functions and assisted travel, size of lifts considers wheelchair users, provide stair climbing/ platform lifts in the event that lifts are out of use, in addition to accessible and standard toilets and provide a Changing Places facility given some passengers are likely to need additional support.	The station building has not yet been designed beyond footprint, but we will follow good design principles such as Government standards and guidance on designing accessible railway stations to provide as a minimum a safe, accessible and inclusive station environment. We will continue to engage with local disability groups and authorities on accessible elements of the station design and consider needs of all passengers.	Developed options further to inform future engagement with stakeholders, taking into consideration the comments raised and working to the remit provided. As part of further Diversity Impact Assessment (DIA) process, identify and engage with local disability groups, engage with independent Built Environment Accessibility Panel on development options.
Station design – cycle spaces, parking facilities	Consideration needs to be given to provide significant cycle spaces, design the cycle parking to consider future expansion of spaces.	The station building has not yet been designed beyond footprint at this stage of development; however, the current proposal is to provide a total of 1,000 cycle spaces on both sides of the railway.	Develop options further to inform future engagement with stakeholders, taking into consideration the comments raised and working to the remit provided. Engaged further with cycling groups and other parties on cycling matters to understand their needs.

Theme	Summary of response	Project's position at Round One consultation	Outcome on Scheme development
Transport - pedestrian access	Suggestions to provide high quality and secure pedestrian connections to and from the station	A Transport Assessment (TA) will be undertaken to provide a detailed assessment of the existing quality, standard and safety of the local pedestrian and cycle network on key desire lines to/from the proposed station to the key origins and destinations. The TA will also identify, amongst other aspects, the impact on cycling as a result of the proposed development. It will also identify constraints on the cycle networks where there are barriers or inadequate provision which will be impacted by trips to and from the station. It will then identify mitigation required to provide a satisfactory level of cycle provision.	As part of options development, consider type of appropriate onsite pedestrian and cycle infrastructure which links to the existing local infrastructure. Developed the TA which will inform preferred station location proposals. Engage with cycling groups and other parties on cycling matters to understand their needs and discuss mitigation proposals.
Transport - cycle access	Suggestions to provide high quality and secure cycle connections to and from the station, and to improve NCN Route 11.		
Transport - bus services	Concerns that the no direct bus access from the east into the station is shown, other methods of public transport not considered to be important at the station	The TA will identify, amongst other aspects, the impact on public transport as a result of the proposed station, how it will facilitate public transport use and identify how existing gaps and barriers will be overcome. The station will provide connectivity with bus services.	Develop access options for each location to consider public transport connections. Engage with bus operators and other parties on public transport matters.

Theme	Summary of response	Project's position at Round One consultation	Outcome on Scheme development
Transport - onward travel	Consider the CBC's internal travel arrangements, provide facilities such as a shuttle bus to allow access between the station, the hospitals and places of work on the CBC	We will engage with the Campus stakeholders and transport operators about travel within, around and through the CBC. Whilst some matters such as providing onward travel are not within the remit of Network Rail directly, we will support and facilitate discussions and suggestions that can be explored further by the appropriate organisation.	Engage with stakeholders on opportunities to link transport proposals to serve the new station
Transport - on-street parking	Concerns that nearby residential roads would be impacted by commuters parking or passengers being dropped off/picked up	The TA will describe existing car parking provisions nearby and assess the impact on local car parking.	Progress with the TA which will inform preferred station location proposals and discuss findings with the County Council. Note that responsibility for parking restrictions on local roads lies with the Local Highways Authority.
Environment - environmentally significant sites	Consider environmental designations such as Hobson's Park and bird reserve, Hobson's Brook and Conduit, Nine Wells Local Nature Local Reserve and the Scheduled Monument, and avoid or reduce impacts on these.	As part of the option selection process, the potential environmental effects on each location will be considered. An Environmental Impact Assessment (EIA) will be undertaken to assess the potential environmental effects of the preferred station location on environmental and heritage designations.	Develop options for each location and consider possible environmental effects in option selection process. Progress with scoping for EIA in consultation with statutory bodies and council officers.

Theme	Summary of response	Project's position at Round One consultation	Outcome on Scheme development
Environment - biodiversity net gain	Assertion that project should seek to deliver biodiversity net gain including an appropriate contribution towards the Combined Authority's plan to 'double nature' across Cambridgeshire.	We recognise the importance of biodiversity and we're committed to finding ways to positively change, protect and enhance Britain's environment. The aim of 10% overall biodiversity net gain is in line with Network Rail standards and the Environment Bill 2020.	Once a preferred station location has been selected, conduct assessment of biodiversity value and develop proposals to achieve 10% overall net gain in biodiversity.
Land requirements	Concerns that level of land requirements would damage Hobson's Park, request explore land east of the railway for permanent infrastructure and construction areas	The remit for a new station south of Cambridge with four platform faces and four tracks will require land permanently and temporarily outside of Network Rail's boundary on both sides of the railway.	Develop options for each location to reduce land-take in Hobson's Park and consider land requirements in option selection process.
Construction - relocate compounds	Reduce or remove construction areas from Hobson's Park, explore vacant plots within the CBC	Construction compounds are required to be located as close as possible to the railway on both sides given that we will be installing station buildings, additional track and associated railway systems. Land used for construction will be temporary in nature and subject to a restoration scheme in agreement with stakeholders.	Discuss availability of plots on the east side with stakeholders. Consider construction requirements in development of options and in option selection process.

Theme	Summary of response	Project's position at Round One consultation	Outcome on Scheme development
Construction - disruption	Concerns that construction would impact CBC users and local residents, footpaths and cycleways and routes for emergency services. Suggestions were made relating to diversions and keeping NCN Route 11 open whilst works are being undertaken.	Measures to limit nuisance and protect the environment during construction will be set out in a draft Code of Construction Practice; these will include, amongst others, procedures to provide for road safety for all modes for the public and construction staff and retaining access for cyclists and pedestrians, where safe and appropriate. In order to ensure that CBC users and local residents understand how construction will be managed and the effects identified by the EIA will be addressed, the CoCP will detail the site controls and environmental monitoring that will be implemented at each worksite to reduce the impacts as much as reasonably practicable.	Consider potential construction impacts in development of options and in option selection process. Develop diversion options for NCN Route 11 once a preferred station location has been selected. Develop draft CoCP in further stages of design.
Construction - drainage	Consideration should be given to temporary dewatering of excavations during construction, use of Sustainable Urban Drainage Systems for surface water management, requirement for a connection(s) to the public sewerage network as part of both the construction	The station building has not yet been designed beyond footprint, but careful consideration will be given to drainage throughout design in accordance with Sustainable Urban Drainage (SuDS) principles.	Once a preferred station location has been selected, develop drainage strategy and consider drainage requirements, outfalls, SuDS, engage with Environment Agency and LLFA.

Theme	Summary of response	Project's position at Round One consultation	Outcome on Scheme development
	and operation of the station at an early stage.	As part of the CoCP, a Construction Environmental Management Plan will be required to encompass environmental controls when required with due consideration to relevant environmental legislation.	Develop draft CoCP in further stages of design.
Other projects - East West Rail	Wish to see EWR Central Section services stop at the station, that these are extended towards Ipswich and opportunities taken to minimise disruption during construction of the two projects	With the announcement in January 2020 that EWRC had chosen a preferred route option from the south, our engineering work will progress a scheme designed to allow potential future EWR Central Section services to call at the new station. Whilst we recognise the desire for future extensions to EWR Central Section services beyond Cambridge, this is outside the scope of our project. Our project is at a greater stage of maturity than EWR Central Section and delivery of Cambridge South station is proposed to take place earlier subject to an Order being made.	Continue to engage with EWRC on option development so not to preclude their proposals. Develop options for track configuration to facilitate future EWR Central Section services to call at the station.
Other projects - integration with other transport schemes	Concern that the consultation does not show how the project will integrate with other sustainable transport schemes	We recognise that our project is one of many transport schemes being proposed which link to CBC; we will continue to work with other scheme promoters to	Once a preferred station location has been selected, engage with relevant transport schemes to understand their proposals and any interfaces which may

Theme	Summary of response	Project's position at Round One consultation	Outcome on Scheme development
		ensure that the proposed station has a suitable interface with the surrounding transport network.	impact on design, construction, land, environment and operations.
Other - passenger services	Wish to see robust stopping patterns and service levels at Cambridge South	The ultimate decision of service provision at the station is one the DfT will lead on in consultation with the relevant Train Operating Companies.	The comment was noted. No change.
Other - view of rail network	Concern that there is a limited view of the rail network that would connect to it and does not consider the Travel to Work and Hospitals catchment areas.	The project does not propose to run any additional services over and above those already committed. The project will provide infrastructure to allow for a variety of stopping patterns, but it is not anticipated that it will directly serve places that do not already have a service that runs along that section of the network.	The comment was noted. No change.

5.1.8 Three responses from land/property owners who have the potential to be Schedule 6 consultees were received. The responses from this group on their land interests are confidential and are not included in Table 5..

5.1.9 Overall, the level of support from Schedule 5 and 6 consultees has been high with comments on the improved connectivity the Project brings to visitors to the CBC and requests that detailed proposals are discussed at the earliest opportunity with stakeholders.

Community consultees

5.1.10 The vast majority of responses were received from what the project team has termed community consultees such as local residents, councillors, local organisations such interest groups, cycling groups, parish councils outside of the Consultation Zone, residents associations and companies with an interest in the CBC. These organisations are listed in Table 5.4.

Table 5.4 Organisations who responded to Round One consultation

List of organisations		
AstraZeneca Ltd	English Regional Transport Association	Meldreth, Shepreth and Foxton Community Rail Partnership
Cambridge Ahead	Fen Ditton Parish Council	Railfuture
Cambridge Cycling Campaign	Fen Line Users Association	Smarter Cambridge Transport
Cambridge Medipark Ltd	Foxton Parish Council	Suffolk County Council
Cambridge Past, Present & Future	Cambridge Green Party	The Wildlife Trust for Bedfordshire, Cambridgeshire & Northamptonshire
Countryside Properties (UK) Ltd	Hobson's Conduit Trust	Trumpington Residents' Association
East West Railway Company Ltd	Little Abington Parish Council	West Suffolk Council
University of Cambridge		

5.1.11 Table 5. sets out a summary of the response categorised by theme, the project's position at Round One consultation and the outcome on the Scheme development at that time.

Table 5.5 Responses from community consultees at Round One consultation

Theme	Response to consultation	Project's position at Round One consultation	Outcome on Scheme development
Attitudes	Expressions of support relating to improved access to the hospitals and staff at the CBC, benefits for commuters; however, objections were raised relating to concerns that the station is unnecessary as buses from Cambridge Station already serve the CBC, it would damage Hobson's Park and give rise to increased congestion from station-related traffic. Alternative is to invest in improving existing public transport.	We welcome support for the project and recognise that the station has a part to play in providing sustainable transport to the CBC and for local residents. The DfT has produced and is updating the business case - this sets out the reasons why a rail station is the best public transport solution. Further engineering design work will take place over the next few months to develop a preferred station location and we will assess the potential environmental effects of the project as part of the EIA process.	Develop options further, taking into consideration the comments raised and working to the remit provided.
Station location	Northern location option is closest to the centre of the CBC, offers best opportunity for interchange between services on the Busway and bus stops; however, concerns that if this location was taken forward it would cause most disruption to Addenbrooke's Bridge during construction. However,	There are a number of potential opportunities and challenges with each of the station location options that need further consideration and clarification with input from local authorities, landowners, Campus stakeholders and other parties.	Develop options further to inform future engagement with stakeholders, taking into consideration the comments raised and working to the remit provided. Continue to engage with local authorities, landowners, Campus

Theme	Response to consultation	Project's position at Round One consultation	Outcome on Scheme development
	opportunity to rebuild the bridge to provide better facilities for pedestrians and cyclists, consider high- level access direct from Addenbrooke's Bridge and place station facilities at this level.	Options for a high-level station adjoining the Guided Busway (northern option) or Nine Wells Bridge (southern option) have been considered as part of early development work and will not be taken forward due to the considerable costs associated with such options and the significant physical and operational disruption to the associated bridge. Considering locations further to the north or south is outside of the remit presented to Network Rail by the DfT.	stakeholders and other parties to clarify understanding of the remit and proposals, discuss ideas and issues and other stakeholders' points of view, exchange opinions, negotiate concerns and solve problems.
	Central location option is more central for station access on the CBC, allows connections to both roads and the Guided Busway and does not require disruption to Guided Busway, unlike Option 1. However, it will result in a substantial loss of development area on CBC and appears to have more significant impacts on Hobson's Park. Central location option poses operational challenges for the University of Cambridge's developments adjacent to the railway track		
	Southern location option would cause most impact on current vibration-sensitive operations, have impacts on Nine Wells Nature Local Reserve, NCN Route 11, cause congestion on roundabout, is too distant from current workplaces and hospitals, the site is very restricted, and there is a gas main there.		

Theme	Response to consultation	Project's position at Round One consultation	Outcome on Scheme development
	However, it is ideal for future expansion of CBC to the south, appears to have less impact on Hobson's Park, requires less road to be built, has most space available to connect into the existing CBC infrastructure and potential for least visual impact. Southern location option poses operational challenges for the University of Cambridge's developments adjacent to the railway track		
	General comments: the options are too close together, position the station further north or south		
Station access	Northern location access options: East - concerns that introducing more pedestrians and cycles onto busy junctions would not be safe, support for the access being the nearest to the centre of the CBC and main thoroughfare West - concerns that the length of new road would impact adversely on Hobson's Park	A Transport Assessment (TA) will be undertaken to provide a detailed assessment of the existing quality, standard and safety of the local pedestrian and cycle network on key desire lines to/from the proposed station to the key origins and destinations. The TA will also identify, amongst other aspects, the impact on cycling as a result of the proposed development. It will also	Develop access for each location option further to inform future engagement with stakeholders, taking into consideration the comments raised and working to the remit provided. Progress with the TA which will inform preferred station location proposals. Consider type of appropriate onsite pedestrian and cycle infrastructure

Theme	Response to consultation	Project's position at Round One consultation	Outcome on Scheme development
	Central location access options: East - offers easier access to southern half of CBC, suggest place east exit at northern end of platform, concerns that station-related traffic would give rise to congestion onto Francis Crick Avenue. West - concerns that the length of new road would impact adversely on Hobson's Park	identify constraints on the cycle networks where there are barriers or inadequate provision which will be impacted by trips to and from the station. It will then identify mitigation required to provide a satisfactory level of cycle provision. We will engage with cycling groups and other parties on any mitigation proposed by the TA which could include improvements to existing junctions and roads, particularly pedestrian and cycle facilities. A key design principle we have focused on is creating and enhancing access to and from the station and improving accessibility and safety for all modes of travel, particularly for sustainable alternatives to the private car, such as walking, cycling and public transport. Facilities for vehicular access are provided for those who need additional support to use the station.	which links to the existing local infrastructure.
	Southern location access options: East - concerns that a road access would give rise to congestion and tailbacks on roundabout; offers easiest access to southern half of CBC. West - preference for shorter road access under Nine Wells Bridge as least amount of impact and disruption on the Hobson's Park		
	General comments: abolish vehicular access entirely to the station		

Theme	Response to consultation	Project's position at Round One consultation	Outcome on Scheme development
Station design - level access	Suggestions that level access, e.g. no steps from pavement to platform to train, be provided throughout.	The DfT requires new stations to have step free access. The station building has not yet been designed beyond footprint, but we will follow good design principles such as the Government standards and guidance on designing accessible railway stations to provide as a minimum a safe, accessible and inclusive station environment. Different rolling stock has different floor heights, and platforms must be designed to allow for these variances as the station will be served by multiple operators and differing types of rolling stock. Whilst level access would be more convenient for many passengers, this is not something that the project can commit to given these constraints.	As part of further DIA process, identify and engage with local disability groups and authorities on accessible elements of the station design and appropriate access for all passengers. Engage with independent Built Environment Accessibility Panel on development options.
Station design - cycle facilities	Suggestions to provide high-capacity cycle parking, facility for future cycle parking expansion designed from the onset, provide secure and well-maintained shelters and compounds, cycle lockers, introduce a cycle rental scheme, install cycle ramps on stairways	The station building has not yet been designed beyond footprint at this stage of development however the current proposal is to provide a total of 1,000 cycle spaces on both sides of the railway. The TA will identify constraints on the pedestrian and cycle networks where	Progress with the TA which will inform preferred station location proposals. Engage with cycling groups and other parties on cycling matters to understand their needs and discuss mitigation proposals.

Theme	Response to consultation	Project's position at Round One consultation	Outcome on Scheme development
	and charging points for electric bikes, consider needs of disabled cyclists	there are barriers or inadequate provision which will be impacted by trips to and from the station. It will then identify mitigation required to provide a satisfactory level of cyclist provision.	
Station design - lifts	Suggestions to provide lifts on each platform, consider lift capacity to accommodate users with mobility issues and cyclists, those with luggage and pushchairs, platforms served by lifts have stair climbing platform lifts mounted on their staircases.	Arrangements of lifts will be undertaken as part of preliminary station building design to demonstrate the feasible footprint and massing required, justify spatial provision for operations, passenger capacity and connectivity within the station.	As part of further DIA process, identify and engage with local disability groups and authorities on accessible elements of the station design and appropriate access for all passengers. Engage with independent Built Environment Accessibility Panel on development options. Engage with cycling groups and other parties on cycling matters to understand their needs.
Station design - toilets	Suggestions to provide Changing Places toilet in addition to unisex accessible and standard toilets, position toilets at concourse level and on platforms	The station building has not yet been designed beyond footprint, but we will follow good design principles such as the Government standards and guidance on designing accessible railway stations to provide as a minimum a safe, accessible and inclusive station environment.	As part of further DIA process, identify and engage with local disability groups and authorities on accessible elements of the station design and appropriate access for all passengers. Engage with independent Built Environment Accessibility Panel on development options.

Theme	Response to consultation	Project's position at Round One consultation	Outcome on Scheme development
Station design - footbridges	Suggestions on the number and location of bridges to facilitate quick people dispersion from the station, consider multiple bridges spread along the platforms with many exits from the station	The station building has not yet been designed beyond footprint, but we will follow good design principles to provide as a minimum a safe, accessible and inclusive station environment and refer to engineering standards, fire and emergency evacuation requirements and station capacity analysis to inform the location and provision of exits/entrances.	Develop options further to inform future engagement with stakeholders, taking into consideration the comments raised and working to the remit provided.
Station design - seating	Provide indoor seating on platforms	Seating arrangements are part of the agreed scope of the Scheme.	Develop detail of seating arrangements at detailed design stage.
Station design - escalators	Provide escalators in addition to stairs and lifts	Escalators are not part of the agreed scope of the Scheme.	The comment was noted. No change.
Station design - canopies on platforms	Provide canopies which extend the full length of platforms	Full- length canopies are part of the agreed scope of the Scheme to manage dwell times and provide passenger comfort during inclement weather conditions.	Develop detail of canopy design at detailed design stage.
Station design - platform lengths	Suggestion that platforms should accommodate 8 - 12 carriage trains	Our remitted scope is focussed on allowing services which currently pass the location of the proposed station to stop there. This includes Thameslink	The comment was noted. No change.

Theme	Response to consultation	Project's position at Round One consultation	Outcome on Scheme development
		trains which are 12-carriage, so our platform design accommodates 243m-long trains.	
Station design - sustainability	Suggestions to incorporate sustainable energy, e.g. solar panels, green roof	The Scheme is being developed in line with Network Rail's Sustainable Development Strategy which considers, amongst others, the sustainable use of materials, energy efficiency and adapting to climate change.	Once a preferred station location has been selected, develop proposals to achieve a minimum CEEQUAL/BREEAM rating of 'Good'.
Station design - building design	Suggestions that the station is designed to a high architectural quality, design is integrated with local environment, complements buildings on the CBC and existing housing developments and incorporates public art.	We recognise that the design, form and appearance of the station buildings are crucial in view of its 'gateway' position at the entrance to Cambridge from the south, as an entrance to an internationally-important biomedical campus and adjacent to Hobson's Park. When it comes to design of the station we will work to various internal standards, policy and design guidance and principles such as those described in Our Principles of Good Design.	Once a preferred station location has been selected, develop design principles and engage with landscape officers and relevant stakeholders.
Transport - Guided Busway if Northern location selected	Suggestions that if the Northern location is selected, opportunity to rebuild Addenbrooke's Bridge to support a separate cycleway as well as public	Options for a high-level station adjoining the Guided Busway (northern option) or Nine Wells Bridge (southern option) have been considered as part of	The comments were noted. No change.

Theme	Response to consultation	Project's position at Round One consultation	Outcome on Scheme development
	transport and walking access to the station, lower its profile, locate an entrance from the Bridge and provide level access to the station with lifts.	early development work and will not be taken forward due to the considerable costs associated with such options and the significant physical disruption to the associated bridge.	
Transport - pedestrian access	Suggestions to provide high quality and secure pedestrian connections to and from the station; prioritise access for pedestrians	A Transport Assessment (TA) will be undertaken to provide a detailed assessment of the existing quality, standard and safety of the local pedestrian and cycle network on key desire lines to/from the proposed station to the key origins and destinations. The TA will also identify, amongst other aspects, the impact on cycling as a result of the proposed development. It will also identify constraints on the cycle networks where there are barriers or inadequate provision which will be impacted by trips to and from the station. It will then identify mitigation required to provide a satisfactory level of cycle provision. NCN Route 11 is maintained by multiple maintainers and we would seek to discuss with the private landowner and relevant maintainer any changes that	As part of options development, consider type of appropriate onsite pedestrian and cycle infrastructure which links to the existing local infrastructure. Progress with the TA which will inform preferred station location proposals. Engage with cycling groups and other parties on cycling matters to understand their needs and discuss mitigation proposals.
Transport - cycle access	Suggestions to consider good cycle access to and from the station, enhance existing connections, prioritise access for pedestrians and cyclists, minimise impacts on NCN Route 11 and take opportunity to improve this cycleway		

Theme	Response to consultation	Project's position at Round One consultation	Outcome on Scheme development
		are required to NCN Route 11 as part of the Scheme.	
Transport - bus access	Suggestions that the project should improve existing bus connections and services, provide better integration with the bus system, consider requirements for rail replacement services	The TA will identify, amongst other aspects, the impact on public transport as a result of the proposed station, how it will facilitate public transport use and identify how existing gaps and barriers will be overcome. The station will provide connectivity with bus services. We will engage with appropriate bus operators and other parties on public transport matters and any mitigation proposed by the TA, as we move towards developing a preferred station location.	Develop access options for each location to consider public transport connections. Engage with bus operators and other parties on public transport matters.
Transport - onward travel	Suggestions that the project should consider travel beyond the station e.g. connecting shuttle bus or self-driving pods to transfer passengers around the CBC or to Park and Ride facilities, integrate with current courtesy campus bus to call at station, provide airport-style moving walkways from the station to hospital entrances.	We will engage with the Campus stakeholders and transport operators about travel within, around and through the CBC. Whilst some matters such as providing onward travel are not within the remit of Network Rail directly, we will support and facilitate discussions and suggestions that can be explored further by the appropriate organisation.	Develop access options for each location to consider public transport connections. Engage with bus operators and other parties on public transport matters.

Theme	Response to consultation	Project's position at Round One consultation	Outcome on Scheme development
		The footpaths to the east are the responsibility of other parties and we will not provide walkways/conveyors as suggested.	
Transport - cars	Suggestions that the project should provide only access for Blue Badge holders and prohibit any private cars from accessing the station	Facilities for vehicular access will benefit those who need additional support to use the station, i.e. parking for Blue Badge holders and limited taxi and private car pick-up/drop-off bays. These facilities are limited to one side of the station only. A key design principle we have focused on is creating and enhancing access to and from the station and improving accessibility and safety for all modes of travel, particularly for sustainable alternatives to the private car, such as walking, cycling and public transport.	The comments were noted. No change.
Transport - alternative means of crossing the railway	Suggestion to provide a new cycle and pedestrian bridge (separate to the Guided Busway bridge)	The remit we have been given covers the rail infrastructure for a new station south of Cambridge; building a separate new bridge for use by pedestrians and cyclists only to cross the railway is beyond the scope of this project. In the vicinity, facilities to cross the railway	The comments were noted. Following No change.

Theme	Response to consultation	Project's position at Round One consultation	Outcome on Scheme development
		currently exist in the form of Long Road Bridge, Addenbrooke's Bridge and Nine Wells Bridge.	
Transport - on-street parking	Concerns about on-street parking on nearby residential streets and congestion with people being dropped off / picked up, as is currently witnessed on Ninewells and in Queen Edith's ward and on roads by local stations.	The TA will note and describe any issues related to local car parking and propose suitable mitigation. The impact on local car parking will be considered and we will engage with the Local Highways Authority on any mitigation proposed however responsibility for parking restrictions on local roads lies with the Local Highways Authority.	Progress with the TA which will inform preferred station location proposals and discuss findings with County Council.
Transport - car parking	Concerns that as car parking is not part of the project, hospital car parks will be over- run, query how the station links to existing Park and Ride facilities.	The TA will note and assess existing public car parking provisions on the Campus and propose any mitigation if this is required. Passengers may choose to use the existing facilities from Park and Ride hubs to the Campus to access the station.	Progress with the TA which will inform preferred station location proposals and discuss findings with County Council.
Transport - increase congestion	Concerns that station-related traffic will lead to increased congestion on local roads, within the CBC, impact on routes used by emergency vehicles.	The TA will provide an assessment of the anticipated impact on the highway network as a result of traffic generated	Progress with the TA which will inform preferred station location proposals and discuss findings with County Council.

Theme	Response to consultation	Project's position at Round One consultation	Outcome on Scheme development
		by the station and propose any mitigation if this is required.	Engage with the Local Highways Authority and appropriate Campus stakeholders to ensure that the proposed station has a suitable interface with the surrounding transport network.
Transport - impact on journey times	Concerns that introducing a new halt on the railway would impact on current journey times from Kings Lynn	The journey time of trains which serve Kings Lynn and London will be extended if they stop at Cambridge South Station, but only by the time that it takes to slow down, stop at the station, and set off again. Those trains that do not stop at the station are not expected to have extended journey times. The business case will quantify the value of time and use this to inform stopping patterns.	Monitor and assess train performance levels as part of scheme development.
Transport - review transport policy in the area	Suggestions that a review of road/cycle way/Busway access to the CBC is needed, consider peak times, upgrade route from the motorway junction	The TA will provide an assessment of the anticipated impact on the highway network as a result of traffic generated by the proposed station.	Progress with the TA which will inform preferred station location proposals and discuss findings with County Council. Note that as transport within the wider area is the responsibility of other parties, we will support discussions with transport decision makers to ensure the proposed station has a suitable interface with the surrounding transport network.

Theme	Response to consultation	Project's position at Round One consultation	Outcome on Scheme development
Engineering - platform configurations	Suggestions that a two-island platform configuration would provide better connections, wish for north- south connections to be cross- platform for ease of passengers, have separate platforms up/down for West Anglia and East Coast Mainlines.	An optimum platform and track configuration will be developed which supports timetable flexibility and reduces the impact on Hobson's Park. The provision of capability to turn back (i.e. terminate) rail services at the station is not part of the scope.	Once a preferred station location has been selected, optimise platform and track configuration further to meet operational and stakeholder requirements.
Engineering - track formation	Suggestions were made on possible track formations and provision of turn back facilities		
Engineering - extend four track north to Cambridge Station and south to Shepreth Branch Junction	Suggestions were made to extend the tracks further north and south of the current proposals, run the two parallel twin-track railways towards Cambridge, concerns that not doing so would impact on EWR Central Section plans	The extension of four tracks beyond what is needed to facilitate the operation of a station with four platform faces would necessitate significant further infrastructure work and land requirements that are beyond the current remit of the project.	The comments were noted. No change.
Engineering - Shepreth Branch Junction	Suggestions to abolish Shepreth Branch Junction as a junction	As currently configured, Shepreth Branch Junction cannot provide sufficient capacity for the long-term needs of the area, in particular potential future EWR Central Section services. It is therefore expected that future projects	The comments were noted. No change.

Theme	Response to consultation	Project's position at Round One consultation	Outcome on Scheme development
		will be required to enhance the junction to provide the required capacity and resilience for a robust train service.	
Engineering - existing structures	Concerns that potential changes to existing structures - Long Road Bridge, Addenbrooke's Bridge and Nine Wells Bridge - are not fully explored.	As this stage of Scheme development options are at an early stage of assessment.	Develop options further to inform future engagement with stakeholders, taking into consideration the comments raised and working to the remit provided. Once a preferred station location has been selected, assess and identify any required structural enhancements to existing structures.
Engineering - utilities	Concerns that the presence of assets and services owned or operated by statutory undertakers could be impacted by the construction and operation of the Scheme.	As part of our engineering design work we have identified and highlighted the presence of known buried utilities within the proximity of the project limits.	Develop options further to inform future engagement with stakeholders, taking into consideration the known location of assets. Once a preferred station location has been selected, engage with affected asset owners to understand their requirements.
Environment - noise	Concerns were raised that noise pollution could give rise to impacts on the health and quality of life of nearby residents and on bird life; consider	Considering the environmental effects the Scheme could have during construction and operation is a key part of the application and an EIA will be	Develop options for each location and consider possible environmental effects in option selection process.

Theme	Response to consultation	Project's position at Round One consultation	Outcome on Scheme development
	installing noise barriers and curtailing the use of any public address systems.	undertaken to inform the development of the Scheme.	Progress with scoping for noise in the EIA in consultation with statutory bodies and council officers. Consider the design and placement of the station's public address system at detailed design stage.
Environment - vibration	Concerns were raised that vibration effects could give rise to impacts on the operations of nearby vibration-sensitive research facilities	Considering the environmental effects the Scheme could have during construction and operation is a key part of the application and an EIA will be undertaken to inform the development of the Scheme. Vibration-sensitive receptors will be identified as part of the EIA scoping process.	Develop options for each location and consider possible environmental effects in option selection process. Progress with scoping for vibration in the EIA in consultation with statutory bodies and council officers and engage with vibration-sensitive receptors to understand their needs.
Environment - air quality	Concerns were raised that pollution from particulates could give rise to impacts on air quality	Considering the environmental effects the Scheme could have during construction and operation is a key part of the application and an EIA will be undertaken to inform the development of the Scheme.	Develop options for each location and consider possible environmental effects in option selection process. Progress with scoping for air quality in the EIA in consultation with statutory bodies and council officers.

Theme	Response to consultation	Project's position at Round One consultation	Outcome on Scheme development
		Scoping for air quality in the EIA will take place in consultation with statutory bodies and council officers.	
Environment - ecology and habitats	Concerns were raised that construction of the station and associated rail infrastructure could give rise to impacts on flora and fauna, specifically within sites which are environmentally important and locally popular, such as Hobson's Park and Nine Wells Local Nature Reserve. Consideration should also be given to avoid or minimise impact or loss of these wildlife habitats. Attention was drawn to the presence of a wildlife crossing point.	Considering the environmental effects the Scheme could have during construction and operation is a key part of the application and an EIA will be undertaken to inform the development of the Scheme. Scoping for ecology in the EIA will take place in consultation with statutory bodies and council officers.	Develop options for each location and consider possible environmental effects in option selection process. Progress with scoping for ecology in the EIA in consultation with statutory bodies and council officers.
Environment - hydrology	Concerns were raised that construction of the station and associated rail infrastructure could give rise to impacts on sensitive surface water features such as Hobson's Brook. Consideration should be given to maintaining water flow and quality, preserving a corridor 5m both sides of the brook for wildlife and planting sympathetically to control silt into the watercourse.	Considering the environmental effects the Scheme could have during construction and operation is a key part of the application and an EIA will be undertaken to inform the development of the Scheme. Scoping for hydrology in the EIA will take place in consultation with statutory bodies and council officers.	Develop options for each location and consider possible environmental effects in option selection process. Progress with scoping for water resources and flood risk in the EIA in consultation with statutory bodies and council officers.

Theme	Response to consultation	Project's position at Round One consultation	Outcome on Scheme development
Environment - transport and traffic	Concerns were raised that station-related traffic would give rise to impacts on the highways network	Considering the environmental effects the Scheme could have during construction and operation is a key part of the application and an EIA will be undertaken to inform the development of the Scheme. Scoping for transport in the EIA will take place in consultation with statutory bodies and council officers. The transport chapter will also draw on the TA which will be submitted with the TWAO application. The TA will contain more detailed operational analyses of travel characteristics associated with the Scheme.	Develop options for each location and consider possible environmental effects in option selection process. Progress with the TA which will inform preferred station location proposals and discuss findings with County Council. Progress with scoping for transport in the EIA in consultation with statutory bodies and council officers.
Environment - biodiversity net gain	Assertion that net gains in biodiversity must be achieved, suggestion that the area immediately around Nine Wells Local Nature Local Reserve would be suitable.	We recognise the importance of biodiversity and we're committed to finding ways to positively change, protect and enhance Britain's environment. The aim of 10% overall biodiversity net gain is in line with	Once a preferred station location has been selected, conduct assessment of biodiversity value and develop proposals to achieve 10% overall net gain in biodiversity.

Theme	Response to consultation	Project's position at Round One consultation	Outcome on Scheme development
		Network Rail standards and the Environment Bill 2020.	Assess Nine Wells Local Nature Local Reserve for its current biodiversity value and enhancement value.
Environment - environmental and heritage designations	Consideration should be given to avoiding potential impacts on any statutorily-designated sites for nature conservation e.g. Hobson's Park and Nine Wells Local Nature Local Reserve, and the Scheduled Monument	Considering the environmental effects the Scheme could have during construction and operation is a key part of the application. Scoping for cultural heritage and environmental designations in the EIA will take place in consultation with statutory bodies and council officers.	Develop options for each location and consider possible environmental effects in option selection process. Progress with scoping for cultural heritage and environmental designations in the EIA in consultation with statutory bodies and council officers.
Environment - views and landscape	Concerns that there would be visual intrusion from the new station building and additional tracks from Hobson's Park.	Considering the environmental effects the Scheme could have during construction and operation is a key part of the application. Scoping for landscape and visual impacts in the EIA will take place in consultation with statutory bodies and council officers.	Develop options for each location and consider possible environmental effects in option selection process. Progress with scoping for landscape and visual impacts in the EIA in consultation with statutory bodies and council officers.
Land requirements	Concerns that level of land requirements would damage Hobson's Park, request explore land east of the railway	The remit for a new station south of Cambridge with four platform faces and four tracks will require land permanently	Develop options for each location to reduce land-take in Hobson's Park and consider land requirements in option selection process.

Theme	Response to consultation	Project's position at Round One consultation	Outcome on Scheme development
		and temporarily outside of Network Rail's boundary.	
People - access for all	Suggestions that those with accessibility needs are catered for, whether within the station environment or by providing accessible pedestrian connections which is particularly important as the station will provide access to Royal Papworth Hospital and Addenbrooke's Hospital	The station building has not yet been designed beyond footprint, but we will follow good design principles such as Government standards and guidance on designing accessible railway stations to provide as a minimum a safe, accessible and inclusive station environment.	As part of further DIA process, identify and engage with local disability groups and authorities on accessible elements of the station design and appropriate access for all passengers. Engage with independent Built Environment Accessibility Panel on development options.
People - health and quality of life	Concerns that the construction and operation of the station would give rise to impacts on the health and quality of life of nearby residents	Specific aspects of the Scheme will impact the amenity of the local residents, accessibility and severance whilst contributing to supporting healthy lifestyles. We will look for ways to manage aspects from the construction and operation of the station as effectively as possible to avoid significant adverse impacts to health and quality of life of nearby residents. The CoCP will identify how construction impacts such as traffic, noise, vibration and dust will be monitored, controlled and managed.	Develop options for each location and consider possible environmental effects in option selection process. Progress with scoping of the EIA in consultation with statutory bodies and council officers to consider population and human health.

Theme	Response to consultation	Project's position at Round One consultation	Outcome on Scheme development
People - loss of amenity	Concerns that the construction and operation of the station would result in a temporary or permanent loss of amenity for recreational uses	Specific aspects of the Scheme will impact the amenity of the local residents, accessibility and severance whilst contributing to supporting healthy lifestyles. We would only seek to temporarily limit access for safety reasons to avoid any conflict between construction operations and users of the Park or Nine Wells Local Nature Local Reserve. Any diversion routes will be adequately signed, with details communicated to the local community ahead of implementation as part of the Appointed Contractor's planned community engagement activities.	Develop options for each location and consider possible environmental effects in option selection process. Progress with scoping of the EIA in consultation with statutory bodies and council officers to consider amenity and accessibility.
Construction - disruption	Consideration should be given to minimise disruption to local network and staff, patients and visitors on the Campus during construction, especially emergency vehicles routes	Specific aspects of the Scheme will potentially affect the local economy and employment; private property; development land and businesses; community land and assets; and walkers, cyclists, and equestrians. In order to ensure that Campus stakeholders and local residents understand how construction will be	Once a preferred station location is selected, work to assess construction impacts will be undertaken as part of initial construction planning. Progress with scoping of the EIA in consultation with statutory bodies and council officers to consider effects of disruption.
Construction - disruption to access paths	Consideration should be given to protecting the existing pedestrian and cycle connections in the area during construction, particularly NCN Route 11		

Theme	Response to consultation	Project's position at Round One consultation	Outcome on Scheme development
Construction - access	Suggestions that construction traffic and construction workers should be prohibited from using nearby residential roads, e.g. Sedley Taylor Road and Luard Road	managed and the effects identified by the EIA will be addressed, we will submit a draft Code of Construction Practice (CoCP) with the Environmental Statement. The CoCP will detail the site controls and environmental monitoring that will be implemented at each worksite to reduce the impacts as much as reasonably practicable.	
Construction - bring materials by rail	Assertion that construction materials should be transported via the existing railway, suggestion that an additional track be built in advance, and use it as a siding for heavy construction materials	There are severe restrictions on the ability to sequence deliveries by rail on the existing twin- track railway which is one of the busiest lines in the country. The provision of a siding or such facilities is beyond the scope of the project and a separate Transport and Works Act Order would be required to construct additional track for this purpose.	Once a preferred station location is selected, work to assess construction deliveries will be undertaken as part of initial construction planning.
Other projects - East West Rail	Wish to see EWR Central Section services call at Cambridge South, infrastructure is future-proofed to accommodate EWR Central Section	With the announcement in January 2020 that EWRC had chosen a preferred route option from the south, our engineering work will progress a scheme that is designed to allow potential future EWR Central Section services to call at the station.	Continue to engage with EWRC on option development so not to preclude their proposals. Develop options for track configuration to facilitate future EWR Central Section services to call at the station.

Theme	Response to consultation	Project's position at Round One consultation	Outcome on Scheme development
		Our project will apply for a Transport and Works Act Order to authorise works and acquire land required only for the Scheme. EWR Central Section is subject to a separate application.	
Other projects - integration with other transport schemes	Concern that the consultation does not show how the project will integrate with other Sustainable Transport schemes, whether in terms of shared infrastructure, passive and active provision, timing or construction	We recognise that our project is one of many transport schemes being proposed which link to CBC; we will continue to work with other scheme promoters to ensure that the proposed station has a suitable interface with the surrounding transport network.	Once a preferred station location has been selected, engage with relevant transport schemes to understand their proposals and any interfaces which may impact on design, construction, land, environment and operations.
Consultation - lack of detail	Concern that there is not sufficient information to make a judgement on the location options and access.	At this stage of location option development, we have sought views on where the station could be located between Addenbrooke's Bridge and Nine Wells Bridge and how access from both sides of the railway can be achieved. The feedback from this round of consultation is being used to assess the potential opportunities and challenges for the three location options and access.	The comments were noted. No change.

Theme	Response to consultation	Project's position at Round One consultation	Outcome on Scheme development
Other - role of the station	Concerns that the station is promoted as a suburban station serving south Cambridge rather than primarily intended for those travelling to the CBC	The station will improve access to the rail network for visitors to the CBC as well as connecting the local community south of Cambridge to potential destinations such as Birmingham, Ely, Stansted Airport, central London and beyond.	The comments were noted. No change.
Other - closure of Shelford Station	Concerns that the station will result in closure of Shelford Station	Closing stations on the network is an extremely rare occurrence and is usually only done where passenger numbers are extremely low or when a replacement station is being provided closely adjacent to the closed one. Shelford Station does not fall into either of these categories.	The comments were noted. No change.
Other - reinstate disused lines, add more stations	Advocacy for enhancements to the rail network, e.g. reinstate more lines and build more stations along the route to provide more connectivity.	The remit we have been given covers the rail infrastructure for a new station south of Cambridge. Enhancements to other parts of the rail network is beyond the scope of this project.	The comments were noted. No change.
Other - impacts on barrier down time	Concerns that introducing a new station on the line would give rise to changes in barrier down time at level crossings	We have identified that by adding a new halt on the WAML the barrier down time based on the current system will increase at nearby level crossings.	Continue to work with other Network Rail projects to ensure that we can incorporate additional stopping controls

Theme	Response to consultation	Project's position at Round One consultation	Outcome on Scheme development
			to manage and maintain the current barrier down times.
Other - delivery programme	Requests that the project should be delivered more quickly whether with two platforms or bring forward consents and construction	The remit we have been given covers the rail infrastructure for a new station with four platform faces. We endeavour to undertake works as thoroughly and quickly as possible whilst following due process for consenting and planning.	The comments were noted. No change.

Further engagement

5.1.12 Following the first round of consultation, it was clear that what was important to stakeholders for the location were access and how the location would interact with the wider environment and future developments.

5.1.13 Each option took into consideration a high-level feasibility of construction, operation and maintenance. To demonstrate the feasible footprint and massing required, a preliminary station building design for each option was developed to justify spatial provision for operations, passenger capacity and growth, interchange and connectivity to and from the station. Outline layouts for each option were developed to inform further engagement with stakeholders.

5.1.14 Engagement was carried out as follows:

- meetings with officers from Cambridgeshire County Council's highways team to discuss the scope of the Transport Assessment, cycling teams to discuss cycling facilities and potential changes to NCN Route 11;

- meetings with officers from Greater Cambridge Shared Planning (involving Cambridge City Council and South Cambridgeshire District Council) planning, landscape, Open Spaces and ecology teams to gain views on the location options in the context of the relevant discipline;

- meetings with Cambridge City Council's Access Officer, Disability Cambridgeshire, Cambridgeshire County Council's Equality Officer, Cambridge University Hospitals NHS Trust, Cambridgeshire and Peterborough Healthwatch and the University of Cambridge to gain views on the location options in relation to accessibility and to inform the DIA;

- meetings with representatives of the University of Cambridge, AstraZeneca, Cambridge University Hospitals NHS Trust, Abcam, Medical Research Council, Greater Cambridge Partnership, Cambridge Medipark Limited, CBC Estate Management Ltd, Cambridge Past, Present and Future, Smarter Cambridge Transport, Trumpington Residents' Association, Cambridgeshire Constabulary, Cambridgeshire Fire and Rescue Services, Camcycle, CTC Cambridgeshire, Countryside Properties, East of England Ambulance Service, , Queen Edith's, Hobson's Conduit Trust, Railfuture, Ramblers' Association, Stagecoach and Sustrans to gain views on the location options.

5.1.15 Table 5.6 sets out a summary of the comments made.

Table 5.6 Comments following further engagement following Round One consultation

Topic/option	Access	Comments
Northern location	Vehicular access from east New pedestrian and cycle access from the west	Closest to key destinations and existing public transport interchange Presents the least impact upon Hobson's Park and the Green Belt compared to southern location option, has ability to be most visually contained Shows smaller land requirement than southern location option; however, perception of facilities being squeezed into the plot. Avoids High Pressure Gas main Allows retention of NCN Route 11 under Nine Wells Bridge Site is constrained to the east affecting station layout, road, pedestrian & cycle access. Concerns that there would be increased pressure on an already-congested area for pedestrians, cyclists and buses as at a confluence where Guided Busway crosses Francis Crick Avenue Need to incorporate a buffer between the station and the AstraZeneca parking and loading areas Access on the west has a path immediately adjacent to the busway path which achieves minimal intrusion compared to other locations No need for the second path which leads to the south of the station
Central location	Vehicular access from east New pedestrian and cycle access from the west	Concerns re. one-way system, takes up part of Plot 9 services and car park area, limits development, control and security with close proximity to AstraZeneca and University of Cambridge plots from third parties Creates hazard interface with AstraZeneca access road and potential confusion that the AZ private car park is for station users Shows a very constrained footprint on east side for transport interchange/forecourt Access on the west cuts straight across the middle of the Park which will urbanise the Park
Southern location	Vehicular access from west	Vehicular access from the west reduces traffic movements on Campus roads however greatly impacts on the Park and will urbanise the Park unduly

Topic/option	Access	Comments
	New pedestrian and cycle access from the west	Plenty of space on west side for transport interchange/forecourt and cycle parking future expansion Station buildings will be screened by Nine Wells Bridge Placing parking bays under Nine Wells Bridge will raise security issues Furthest from existing key destinations and hospitals Best location for Campus developments in the future Shows largest footprint on the Park Would have greatest landscape and visual impact upon the open countryside Requires the most existing structural vegetation to be removed from the Park
Station design	N/A	Footprint to accommodate provision of two lifts per platform, space for baby changing facilities in male and female toilets, breast feeding area, first aid room, place for prayer Consider lift car size with sufficient space for a wheelchair user to turn 360 degrees and accommodate bicycles, and contingency for lift resilience Provide through lifts where possible for those with reduced mobility who rely on wheelchairs and electric scooters Provide additional lobby space at footbridge level in front of lifts to the island platform as through lifts cannot be accommodated Provide a Changing Places facility for those passengers who may require additional support. Prefer parallel parking arrangement for bays for Blue Badge holders rather than perpendicular to the kerb Locate the Blue Badge bays to the south rather than the north to avoid congestion between multiple modes whilst permitting all bays to be located within 50m of the station building. Provide help-points on the station forecourt at key points such as adjacent to the Blue Badge and drop off/pick up bays. Accessible toilets to be provided in both station buildings. Wheelchair designated spaces in all waiting room/shelters. Dropped kerbs by bays for Blue Badge holders and drop-off/pick-up areas.

Topic/option	Access	Comments
		Consider passenger comfort and experience on platforms with shelters/waiting areas as the area is exposed Consolidate cycle parking in an enclosed area on both sides of the railway to maximise security Consider footprint for all bike types and mixture of secure facilities All cycle space provision needs to be expandable to cater for future demand.

Option selection process

5.1.16 For each location option, stakeholders such as the Councils and cycling groups wanted the project team to fully explore the restoration of NCN Route 11 under Nine Wells Bridge.

5.1.17 The project team considered the comments and assessed them relative to a number of criteria.

5.1.18 Whilst the southern station location was preferred from a technical perspective (as it has the least engineering risk due to lesser complexity and the greater amount of space) there was significant opposition to this location from the vast majority of stakeholders, primarily due to the western road access. The degree of impact on Hobson's Park arising from the western road access was something that stakeholders had made clear was particularly undesirable.

5.1.19 It was also considered that vehicular access to the station should be from the eastern side of the railway only. Encroachment on to Hobson's Park to the west other than that required for the platforms and tracks and pedestrian and cyclist access from the west side of the railway was recognised as an issue.

5.1.20 In particular, Greater Cambridge Shared Planning Officers opposed the amount of loss of Green Belt land proposed by the southern station location, stating that this option would have the greatest landscape character impact and visual impact upon the open countryside, on the Green Belt and on other environmental designations. In addition, a station in this location, from certain angles, would not be seen against the backdrop of the existing CBC built form, but rather against open countryside.

5.1.21 The northern location option was preferred on the basis that it could be most visually contained in the Green Belt because it would fit in between existing or approved developments.

5.1.22 Cambridgeshire County Council expressed a preference for a northern station location as this would be closest to the centre of the CBC and would remain so even as further growth pulls the centre of the Campus southwards. This option also would offer the best opportunity for interchange between existing bus services and with new bus stops on Francis Crick Avenue.

5.1.23 Following steer from the DfT, the northern option was selected as the preferred station location. The preferred option was then developed further in advance of the second round of consultation.

Enhancement works

5.1.24 Detailed analysis undertaken by the project identified that in order to at least maintain performance when the station opens, a small package of enhancement works will be required at Shepreth Branch Junction and the southern approach into Cambridge Station.

5.1.25 The stretch of railway between Shepreth Branch Junction and Cambridge Station is used intensively and accommodates a complex timetable. Introducing a station at Cambridge South adds to this complexity and stopping trains at the station introduces a new factor which will reduce train performance if these works are not delivered.

5.1.26 Increasing the speed of trains through Shepreth Branch Junction for services on the Royston lines will decrease journey times by reducing the severity of the acceleration and deceleration, and the works at the southern approach into Cambridge Station will support parallel moves into Platform 7 and 8.

Shepreth Branch Junction

5.1.27 Achieving the line speed improvements will involve realigning the track on the branch curve which carries services from London Kings Cross via Royston, realigning the track north of the footbridge, installing a section of new track, installing new and relocated overhead line equipment and associated infrastructure outside of Network Rail's existing land ownership, and modifying signalling to reduce headways.

5.1.28 Additionally, a GSM-R mast will be relocated further to the west, and a screen installed on the western staircase of the footbridge which crosses the four tracks at the junction to protect users from the relocated overhead wires.

5.1.29 Whilst some of these works can be undertaken under Network Rail's permitted development rights, consent for all of the works is sought for under the Order due to the requirement for land.

Southern approach into Cambridge

5.1.30 The extension of the shunt spur and addition of the crossover which will have overhead line equipment will provide more flexibility for train movements into Cambridge Station.

5.1.31 There will be around 10 new portal and single-track cantilever structures within the existing railway boundary.

5.1.32 As the works are located wholly within Network Rail's operational land ownership, consent is not sought for these works under the Order.

6. ROUND TWO CONSULTATION

Implications of Coronavirus on the approach to consultation

6.1.1 The Coronavirus pandemic meant changes to how the second round of consultation was conducted. This resulted in a greater focus on digital and non-digital methods of engaging with members of the public and stakeholders.

6.1.2 Traditional consultation events were replaced by webchats and a freephone telephone line so engagement could still take place directly. The consultation brochure was despatched to households and businesses within the consultation area, posters were put up in a number of railway stations along the route, and a static stand was displayed in Cambridge Station and two London stations - Liverpool Street and Kings Cross.

Consultation dates

6.1.3 The consultation ran for a six- week period from 19 October to 29 November 2020.

Proposals presented for consultation

6.1.4 The preferred station location was refined further for the second round of consultation. The proposals focussed on its location and general layout - the station footprint, access by foot, cycle and by road, emerging construction aspects such as location of compounds and haul roads, and cycle facilities.

Who we consulted with

6.1.5 As with the first round, consultation was open to everyone.

6.1.6 Schedule 5 and 6 consultees were sent an email and a Stakeholder Information Pack and drawings on 19 October 2020. A number of other organisations identified as having an interest in the project were also sent an email with the pack and drawings.

Promoting consultation awareness

6.1.7 Various promotional activities were used to raise awareness amongst stakeholders of the consultation and when and how they could participate and contribute. Copies of promotional materials are shown in Appendix B.

Brochures distributed to households and businesses

6.1.8 A consultation brochure was posted to approximately 11,238 households and businesses within the consultation area shown in Figure 4.4.

6.1.9 Posters were sent for display at 14 railway stations along the West Anglia Mainline and the East Coast Mainline - Cambridge Station, London Kings Cross

Station, Liverpool Street Station, Ely Station, Kings Lynn Station, Cambridge North Station, Shelford Station, Whittlesford Station, Great Chesterford Station, Meldreth Station, Shepreth Station, Foxton Station, Royston Station and Ashwell & Morden Station.

Information stand

6.1.10 An information stand was displayed for a period of two weeks apiece in Cambridge Station, London Kings Cross and London Liverpool Street during the consultation period. A copy of the information stand is shown in Appendix B.

Media advertising and press releases

6.1.11 Colour adverts were placed in Cambridge News on 9 and 14 October 2020 and Cambridge Independent on 7 and 16 October 2020 with the consultation details.

6.1.12 Press releases were issued to a broad range of local, national and industry publications and radio media.

Social media

6.1.13 16 tweets were sent from Network Rail's Twitter accounts.

Electronic newsletter

6.1.14 Two electronic mailshots were sent to registered email addresses, on 12 and 19 October respectively. These provided details of the second round of consultation start and end dates, links to where documents relating to the proposals could be found online, how to contact the project team by webchat or telephone, plus how to provide feedback and ask further information.

Presenting consultation information

6.1.15 A number of channels were used to present information to stakeholders.

Consultation materials

6.1.16 Information about the project, station and access proposals were set out in a consultation brochure and the Stakeholder Information Pack October 2020 and accompanying drawings. Copies of these consultation materials are shown in Appendix B.

6.1.17 The brochure included a detachable feedback form; this was distributed to households and businesses within the consultation zone on 5 October 2020. Anyone who requested a brochure was posted one; four additional requests were made.

6.1.18 All documents were made available for download from the Consultation Hub accessed via the Network Rail website.

Online presence

6.1.19 The project webpage (www.networkrail.co.uk/cambridge- south- station) on the Network Rail website was updated to promote awareness of the consultation and to include a link to a page on the Consultation Hub (https://consultations.networkrail.co.uk/communications/cambridge- south/).

6.1.20 The Consultation Hub featured details of the consultation events, drawings, the consultation materials and a feedback form.

Engaging directly via webchat

6.1.21 Users were able to chat directly with the project team via a link on the Consultation Hub.

6.1.22 The sessions were hosted between 10am to 4pm on Monday, Tuesday and Thursday and between 2pm to 8pm on Wednesday between 19 and 29 October 2020.

Engaging directly via telephone

6.1.23 A freephone service (0800 160 1835) was set up to facilitate direct discussions with those who preferred to communicate by phone rather than online.

6.1.24 The service was available between 2pm to 5pm on Monday, Tuesday and Thursday, between 5pm to 8pm on Wednesday, and between 10am to 1pm on Saturday between 19 and 31 October 2020.

Measuring consultation awareness promotion

6.1.25 During the consultation we received a lower volume of feedback compared to the first round of consultation:

- Over 34,347 impressions (i.e. number of times content was delivered to someone's feed) driving 1,327 engagements via social media;
- 531 items of feedback received;
- coverage by a number of local, national and industry publications;
- eight webchats were facilitated, with queries ranging from the proposed works at Shepreth Branch Junction, East West Rail Central Section, the destinations served by the new station, impacts on Hobson's Park and station facilities, impacts on train journeys, vehicular access to the station, and if the ANPR enforcement system would impact on those driving to the station; and
- three people made contact via the freephone with one brochure request, queries on impacts on Hobson's Park, construction disruption and NCN Route 11 and impacts from passengers parking on local roads.

Submitting feedback

6.1.26 A feedback form was provided which focussed on three questions, namely the level of support and views on the station facilities and access arrangements within the station, level of support and views on the access arrangements to and from the station, types of cycle facilities and if the respondent wished to add further comments on the proposals.

6.1.27 Respondents were invited to provide their feedback in a number of ways:

- Completing the feedback form online on the Consultation Hub;
- Posting the tear-off feedback form attached to the consultation brochure to Network Rail, 167- 169 Westbourne Terrace, London, W2 6JX (reply paid)
- Emailing cambridgesouth@networkrail.co.uk

6.1.28 Queries sent to the email address were responded to by the project team.

7. ROUND TWO CONSULTATION FEEDBACK

Volume of feedback

7.1.1 531 items of feedback were received: 220 items were submitted via the Consultation Hub, 252 items via the paper feedback form and 59 items via email.

7.1.2 Table 7.1 shows the volume of feedback broken down by stakeholder group and how the feedback was received.

Table 7.1 Volume and format of responses received by stakeholder group

Stakeholder	Email	Consultation Hub	Paper form
Schedule 5 and 6 consultees	11		
Other groups	15	5	
General public	33	215	252

Support for the station facilities and access arrangements within the station

7.1.3 A total of 487 respondents recorded their views on this:

- 80% expressed their support for the proposed station facilities and access arrangements;
- 10% did not support what has been proposed; and
- 8% were undecided.

Support for proposed access arrangements to and from the station

7.1.4 A total of 475 respondents recorded their views on this:

- 72% expressed their support for the proposed access arrangements to and from the station;
- 13 did not support what has been proposed; and
- 12% were undecided.

Categorising responses

7.1.5 Similar to Round One consultation, the responses ranged from detailed commentaries to very short remarks.

7.1.6 Each response was analysed and a number of themes emerged, the table below lists these with a description of each theme.

Theme	Description
Role of the station	Opinions on who would use the station
Views	Views on levels of support, benefits or issues about the project
Station location and format	Opinions on the location selected and the format should be changed to a high-level design
Station facilities	Views on elements such as the lifts, toilets, wayfinding, canopies, drop-off facilities, car parking, sustainability
Station design	Views on what the design of the station should encompass
Access arrangements on the east	Comments on support for access arrangements, interface between pedestrians and cyclists and cars, junction proposals on Francis Crick Avenue and the Guided Busway
Access arrangements on the west	Comments on support for access arrangements, consider alternative routes, interface between pedestrians and cyclists and changes to the Guided Busway crossing
Other access	Views on NCN Route 11, suggestions other routes to the station should be provided or improved
Cycle facilities	Suggestions on volume of cycles spaces, type of parking, split of spaces east/west, ideas on facilities that should be considered
Transport	Matters such as bus interchange, provision of bus stops, rail replacement buses and their operation, impacts unwanted parking on local roads and onward travel onto the CBC
Engineering	Opinion on platform and track configurations, structures and utilities
Environment	Views on impacts on environmental designations, noise, vibration, flora and fauna, hydrology, biodiversity
Land requirements	Challenge on permanent and temporary land use requirements
People	Consider accessibility needs, health, recreational uses
Construction	Views on proposed location of construction compounds, size and operation, location of haul roads and access to these, disruption during construction
Other projects	Consider interface with other proposed transport schemes and other developments and level of integration

Theme	Description
Consultation	Question the level of information provided
Other	Any other comment which is not covered by the above topics.

7.1.7 As items of feedback often contained numerous comments covering multiple themes, every item was carefully evaluated to understand the views, issues and concerns the respondent made. This resulted in a list of 148 codes which enabled the systematic categorisation of all the responses and provided a structure to evaluate the comment and feed into the development of the Scheme.

Overview of responses

Schedule 5 and 6 consultees

7.1.8 The Project received 11 formal responses from Schedule 5 and 6 consultees. Table 7.2 sets out a summary of the responses categorised by theme, the project's position at Round Two consultation and the outcome on the Scheme's development at that time.

Table 7.2 Responses from Schedule 5 and 6 consultees at Round Two consultation

Theme	Summary of response	Project's position at Round Two consultation	Outcome on Scheme development
Station location selected	The preferred location selected is welcomed as it is the best option to benefit Campus users and local commuters. However, concerns were expressed regarding the implications of the northern option on surrounding infrastructure and the environment and people living and working in the area.	The process of EIA considers impacts from the Scheme on the environment, people and the built environment. A station interface with Addenbrooke's Bridge was considered as part of option development but not taken forward as such a design would result in the need to rebuild the whole structure, which would incur considerable cost and disruption from closure, complexity of maintenance, and would cause safety issues related to bridge strength and the mix of pedestrian, cycle and bus traffic in a constrained area at height.	EIA progressed to assess impacts, impacts and mitigation discussed with statutory bodies and council officers. EIA findings in the ES.
Station format	An opinion was expressed that better designs for the station should be considered given its location on a very restricted site and that locating station facilities, access for vehicles, cyclists and pedestrians on a deck over the tracks from Addenbrooke's Bridge would solve access problems.	A station interface with Addenbrooke's Bridge was considered as part of option development but not taken forward as such a design would result in the need to rebuild the whole structure, which would incur considerable cost and disruption from closure, complexity of maintenance, and would cause safety issues related to bridge strength and the	Given the significant disruption to Addenbrooke's Bridge and complexity of such a design the comments to build the station above the tracks were noted; the current ground- level station design represents the best and safest solution.

Theme	Summary of response	Project's position at Round Two consultation	Outcome on Scheme development
		mix of pedestrian, cycle and bus traffic in a constrained area at height.	
Station accessible for all users	Assertion that accessibility is integral to the station design and connections with the wider area, engagement with local disability groups and City Council's Disability Panel are encouraged.	We have undertaken a Diversity Impact Assessment (DIA) for this stage of the Scheme to help inform the way that the new station is designed, built and operated. We have engaged with local disability groups in conducting the DIA and have incorporated a number of accessibility features to take forward to the next design stage such as locating the Changing Places toilet in the eastern station building, providing accessible toilets in both station buildings, through lifts where possible and non-standard lift cars, hand rails, wheelchair designated spaces in waiting areas, help points on the station forecourt and on the platforms and a baby changing room.	Continue to ensure accessibility needs are met as the Scheme is developed and progresses through detailed design stages. At detailed design stage, engage with Greater Anglia who will manage and operate the new station to confirm station accommodation requirements for final layout/ adjacencies/ equipment requirements.
Station facilities - space and access for vehicles	Differing views on the space and access proposed for vehicles on the eastern side of the station with some support for the limited access and allocation of space for cars and taxis, and opposition to this; calls for significant restrictions on access	Providing access for private vehicles as well as emergency vehicles to the station is a requirement of the Scheme and we have also responded to planning policy requirements to manage travel demand, promote sustainable travel (by providing	EIA progressed to assess impacts, impacts and mitigation discussed with statutory bodies and council officers. EIA findings in the ES.

Theme	Summary of response	Project's position at Round Two consultation	Outcome on Scheme development
	and space allocation to allow a redesign of the station forecourt. Suggestions that parking for staff and maintenance vehicles is relocated to the west side (in Hobson's Park) and drop-off/pick-up facilities for private cars are relocated elsewhere with access to the station using a shuttle bus, leaving space and access only for Blue Badge Holders, with pick-up and drop-off limited to taxis only.	a station) and maximise scope for access by sustainable modes of transport. Traffic modelling analysis as part of the draft TA has been undertaken which predicts how the roads might be impacted as a result of additional station-related traffic; we expect that the station will result in a reduction in forecast traffic levels in the Biomedical Campus through the modal shift from car trips to rail and also the improvements to the walking and cycling infrastructure and so the overall impact on the local road network will be minimal. Whilst access is being provided on the west side of the railway for emergency and maintenance vehicles in exceptional circumstances, general access is strongly opposed by Cambridge City Council and local residents and is viewed as 'urbanisation' in this Green Belt location.	The comments on changing the allocation and space for motor vehicles were noted; given the requirement for limited vehicle access for those who need additional support and the improvements to accessibility and safety for all modes of travel, particularly for sustainable alternatives to the private car, such as walking, cycling and public transport, we feel that the current provision for vehicles represents the best solution.
Station access from the east for pedestrians and cyclists	Concerns expressed relating to the proposals for the junction with Francis Crick Avenue and the Guided Busway, in particular for the safety of pedestrians	The draft TA includes traffic modelling information which shows that our proposals to modify the traffic signal timings at the intersection with the	Engaged with County Council officers on the draft TA.

Theme	Summary of response	Project's position at Round Two consultation	Outcome on Scheme development
	and cyclists. Assertion that eastern station forecourt allocates too much space to motor vehicles, suggestions to reduce amount of space for drop-off facilities and redesign the forecourt to create more space for cyclists and pedestrians, design out the risk of 'dooring' (car doors being opened in front of cyclists), consider segregated spaces for pedestrians and cyclists and provide more cycle parking spaces.	Guided Busway and Francis Crick Avenue by the Green and the Gardens to incorporate the new station access and widen the controlled crossing facility on the southern arm of Francis Crick Avenue will have no adverse impacts on the operation of the junction and will increase the crossing time for pedestrians and cyclists at this busy thoroughfare. We acknowledge that this is a congested area. Our proposals enable cyclists and pedestrians to access the station from both sides of the railway. We expect that users will make use of the forecourt space available to them; removal of part or all of the drop-off facilities would mean acquiring land elsewhere which is not available. Space is not available to widen the footpath beside the Guided Busway east of Addenbrooke's Bridge. The route to the cycle parking on the east will be separated from the pick-up/drop-off and taxi area by trees and benches.	Undertook a road safety audit on the station access road and junction changes. Refer to relevant guidance when designing cycle infrastructure. Will look to refine the configuration of the type of cycle parking to optimise cycle spaces on both sides of the railway. Engage with cycling groups and other stakeholders on design of cycle infrastructure at detailed design stage. The other comments were noted; given the requirement for limited vehicle access for those who need additional support and the improvements to accessibility and safety for all modes of travel, particularly for sustainable alternatives to the private car, such as walking, cycling and public transport, we feel that the current provision for pedestrians and cyclists from the east represents the best solution.

Theme	Summary of response	Project's position at Round Two consultation	Outcome on Scheme development
		Increasing the footprint of the cycle parking space on the east is not possible given the space restrictions.	
Station access from the south for pedestrians and cyclists	Requests to create a new cycle access path from Addenbrooke's Road and convert the diversion route of NCN Route 11 into a permanent shared-use path. Request that when the original route is restored at the end of the construction it is widened and any restoration should be agreed with both the private landowner and the County Council as maintainer.	We are only remitted to provide new cycle routes to serve the passenger flows indicated in the draft TA. We have noted considerable opposition from Cambridge City Council and local residents to creating additional routes, which would be viewed as 'urbanisation' in this Green Belt location. As the proposed diversion is only required to mitigate the construction effects of the Scheme there is no obligation to retain the diverted path as the affected section will be restored when the works are completed. Any permanent change to the diversion route would be subject to separate agreements relating to land, maintenance and rights of access with the relevant stakeholders.	Discuss opportunity with the landowner, Sustrans and relevant stakeholders to convert diversion path to a permanent right of way. Agree with landowner and the County Council on details of restoration of affected section of NCN Route 11 post construction.
Access to consider use of	Requests that any changes to access paths consider existing and future use by equestrians.	Horse riders will be able to use the temporary diversion path with pedestrians and cyclists. We do not seek	Ensure that diversions cater for equestrians and EIA considers access for equestrians.

Theme	Summary of response	Project's position at Round Two consultation	Outcome on Scheme development
paths by equestrians		to improve or create new bridleways for the station project.	
Access to Hobson's Park	Requests that access to Hobson's Park from Addenbrooke's Road is retained.	We would only seek to temporarily limit access for safety reasons to avoid any conflict between construction operations and users of the Park.	EIA progressed to assess impacts, impacts and mitigation discussed with statutory bodies and council officers. EIA findings in the ES.
Station access from the west for pedestrians and cyclists	Support expressed for the vision for high quality pedestrian/cycle access from the western side, linking Trumpington to the Biomedical Campus, specifically for the 4m-wide shared-use path in Hobson's Park, and that a high-quality tarmac surface should be considered for this new path. Requests were made for enhanced improvements to the crossing of the Guided Busway on both sides of the crossing and provide a separate crossing further north, widen the Busway paths and improve the 'halfway' spur path junction, and create an additional diagonal link path to connect the western access path to the existing Busway spur crossing.	The current proposals to facilitate access including widening the crossing to the west are considered to be sufficient to accommodate the estimated pedestrian and cycle movements from the west to the station (circa 170 pedestrians and cyclists in the AM peak).	Discussed suggested improvements with County Council as the asset owner of the Guided Busway and the Local Highways Refer to relevant guidance when designing cycle infrastructure. Engage with cycling groups and other stakeholders on design of cycle infrastructure at detailed design stage.

Theme	Summary of response	Project's position at Round Two consultation	Outcome on Scheme development
Station design – facilities	Support for concentrating the station facilities on the east side of the railway and limited facilities on the west side and having two footbridges to link the platforms together. Support inclusion of two lifts per platform accessed from the footbridge at the norther end of the platforms which will greatly assist passengers including those with accessibility requirements. A concern was raised of the risk of some passengers waiting on the footbridge to see which platform has the first train to their destination. Request that a study is undertaken on passenger flows.	We will continue to follow good design principles such as Government standards and guidance on designing accessible railway stations to provide as a minimum a safe, accessible and inclusive station environment. A Customer Information System will provide information about trains so passengers can plan their journeys appropriately. As part of the assessment of the fire and emergency evacuation requirements, a station capacity analysis has been undertaken which takes into account passenger flows.	Continue to ensure accessibility needs are met as the Scheme is developed and progresses through detailed design stages.
Station design - platform configuration	Request that modelling takes account of future passenger demand.	Multiple demand scenarios (including consideration of consistent very high growth) have already been used for dynamic pedestrian capacity modelling in Legion. These scenarios were tested up to 2043.	As a result of this modelling long term passenger capacity considerations are already catered for in the station designs

Theme	Summary of response	Project's position at Round Two consultation	Outcome on Scheme development
Station design - platform configuration and four tracks	Support for a configuration of an island platform and two flanking platforms with four railway tracks. Ensure that the width of the island platform is sufficient to cope with demand with passenger volumes and will be sufficient to allow use of ramps on the platform, and an area to turn at the end of the ramps.	The proposed configuration creates greater operational flexibility and makes it easier to manage passengers during periods of disruption and less chance of loss of services.	Platform widths are adequate for the demand scenarios tested up to 2043. Ramps for access to trains can be used along the length of the platforms.
Station design - modifications to the southern embankment of the Guided Busway	Request technical engagement and the agreement of interface arrangements and protective provisions in any TWA consent.	County Council officers have provided us with Guidance for Developers for the Guided Busway.	Continue to engage with County Council officers on the Guided Busway to minimise any impacts on operations, agree protective provisions and interface arrangements.
Cycle facilities - parking	Differing views were expressed concerning the adequacy of the proposed total allocation of 1,000 cycle spaces with suggestions that the design must allocate more space for cycle parking on both sides (at least 1,000 on the eastern side) and that it should accommodate space for expansion at the onset should this become necessary, and that all spaces should be designed with security as a key requirement.	The allocation of 1,000 cycle spaces is based on the level of cycling and the provision of spaces at similar-sized stations such as Cambridge North. The draft TA demonstrates that 24% of passengers would travel to and from the station by cycle. This equates to 1,565 arriving and departing trips. Assuming most of the passengers would undertake a return trip on the same day, this results in demand for 800 cycle parking spaces per day. As such, the proposed 1,000	Refine the configuration of the type of cycle parking to optimise cycle spaces on both sides of the railway. Given that the design considers only the footprint of 1,000 cycling spaces, the comments on the security of the type of stands to be provided have been noted and will be considered at detailed design stage.

Theme	Summary of response	Project's position at Round Two consultation	Outcome on Scheme development
		cycle parking spaces are considered sufficient for the projected demand associated with the station. Furthermore, the draft TA predicts that around a quarter of passengers would come from residential areas to the west and three quarters from the east. However, more cycle users are anticipated from the west.	Engage with cycling groups and other stakeholders on design of cycle provision to incorporate future expansion.
Cycle facilities - access within the station	Request that facilities are provided to make it easy for cyclists to manage access within the station, for example at lifts and on stairs.	A deeper lift car (1400mm wide x 2000mm depth) is proposed to accommodate two bicycles and users more easily than the Network Rail standard lift size of 1600mm and 1600mm. Through lifts are proposed to the platforms located within the station buildings; however, this is not possible on the island platform due to the restricted width of this platform.	Consider wheeling ramps on stairs at detailed design stage - note that any provision will need to be balanced with the needs of other station users who need additional support to navigate the station environment safely, such as those with visual impairments.
Cycle infrastructure	Assertion that the design of cycling infrastructure in and around the station area should follow the DfT's LTN 1/20 Cycling Infrastructure Design guidance.	We are aware of this guidance from the DfT.	Refer to relevant guidance when designing cycle infrastructure. Engage with cycling groups and other stakeholders on design of cycle infrastructure at detailed design stage.

Theme	Summary of response	Project's position at Round Two consultation	Outcome on Scheme development
Transport - wider improvements to the cycling and walking network	Assertion that the primary methods of transport to and from the station should be walking or cycling and to achieve this aim significant wider improvements to the walking and cycling network are needed beyond those proposed and these improvements should be brought forward.	The current proposals to facilitate access for pedestrians and cyclists are considered to be sufficient to accommodate the estimated pedestrian and cycle movements indicated in the draft TA.	Improvements to the wider cycling and walking network are beyond our remit; however, we will support discussions with relevant stakeholders.
Transport - bus stop provision	Requests for further information regarding what facilities will be provided on Francis Crick Avenue for regular buses wishing to serve the new railway station.	The draft TA sets out the current bus provision on Francis Crick Avenue and on the Campus and demonstrates that the bus facilities are sufficient for the predicted 80 origin and destination public transport trips for the AM and PM peak hours generated by the station. In our engagement with GCP we have noted that the CSET scheme has the potential to provide increased bus interchange and stops by the station access road.	The comments were noted.
Transport - operation of rail replacement bus service	Requests for further information on how the service would work, which organisation will these operations be delegated to and the location of a holding bus area.	The need for rail replacement bus services is subject to the provision of capability to turn back (i.e. terminate) rail services at the station, and how many trains that can be turned around each hour; such provision is currently not	Note that should rail replacement bus services be required, we will develop options for the layout of Francis Crick Avenue with GCP as this is the most logical area for any laybys etc. that could be required.

Theme	Summary of response	Project's position at Round Two consultation	Outcome on Scheme development
		part of the scope but we are aware that the DfT is considering this provision for the Scheme. In general, any assessment of rail replacement bus services is made by the individual Train Operating Companies on a case-by-case basis; they will organise and provide rail replacement buses for their specific services.	Given the limited space available around the station, it is likely that a holding area would be needed.
Environment - Green Belt	Assertion that as the station has the potential to impact on the openness and purposes of the Cambridge Green Belt, this needs to be rigorously assessed.	We acknowledge that the Scheme will introduce a degree of new development that will have a permanent visual and spatial effect on the openness of the Green Belt. A Green Belt Assessment is being undertaken currently.	Progress with the Green Belt Assessment and discuss findings with council officers.
Environment - Hobson's Park and other green areas	Assertion that these areas are protected - if not enhanced - and impacts on existing landscape features, biodiversity value and any proposals such as spoil placement are discussed.	We recognise the importance of these spaces and understand that they have been 'hard won'. Design work to date has taken account of the need to limit impacts on Hobson's Park, Hobson's Brook and Nine Wells Nature Local Reserve as much as possible. The landscaping proposals we are developing will take cognisance of the outputs of the EIA, including impacts on	Progress with the EIA and further develop landscaping proposals in consultation with statutory bodies and council officers. Report on the EIA findings in the relevant chapters of the ES.
Environment - Hobson's Brook	Request to avoid adverse impact on the biodiversity of Hobson's Brook, protect and enhance this asset and other watercourses.		

Theme	Summary of response	Project's position at Round Two consultation	Outcome on Scheme development
Environment - Nine Wells Nature Local Reserve	Request to avoid adverse impact on the biodiversity of Nine Wells Local Nature Local Reserve, protect and enhance and expand this asset where possible.	biodiversity (including ecology species and habitats), landscape and visual and climate change. Our aim is to protect and enhance these areas as much as possible.	
Environment - biodiversity net gain	Request that 20 % overall biodiversity net gain is delivered, not 10 %, due to the impoverished landscape, and further consultation with the relevant council ecologists to agree the methodology and calculations undertaken.	We are adopting a policy of net gain and have committed to achieving a measurable net positive contribution to biodiversity of 10 % which is in line with Network Rail standards and the Environment Bill 2020. We are currently undertaking a biodiversity net gain assessment using the Biodiversity Metric 2.0.	Network Rail are working with Cambridge County Council to achieve 10 % BNG Report on biodiversity net gain in Chapter 6: Biodiversity of the ES.
Environment - flood risk	Request that drainage schemes for the station and CSET are not considered in isolation of each other, surface water run- off is limited to a rate of 2 l/s/ha, use of attenuation basins swales, opening of some culverts are welcomed, and the Scheme must demonstrate that there will be no adverse impact on flood risk and where possible that betterment is achieved.	We are considering drainage and flood risk matters in our design and are engaging with GCP on the drainage interfaces in relation to the CSET scheme.	Progress with the EIA and continue to engage with GCP and other stakeholders who have drainage interests, e.g. Hobsons Conduit Trust, Cambridge Medipark Ltd, councils and the LLFA. Report on the EIA findings in Chapter 16: Water resources & flood risk of the ES.

Theme	Summary of response	Project's position at Round Two consultation	Outcome on Scheme development
Environment - carbon emissions	Request that a carbon assessment is undertaken, quantify carbon benefits and provide plan to identify how the Scheme will contribute to the net zero carbon emissions target for Cambridgeshire.	A carbon assessment is being undertaken as part of the EIA in line with Network Rail standards. In accordance with the Rail Safety and Standards Board's Rail Carbon Tool, this will account for embodied carbon emissions associated with construction raw materials and emissions associated with travel, transport, and logistics.	Progress with carbon assessment and discuss with County Council officers. Report on the findings in Chapter 7: Climate Change of the ES.
Land requirements	Concerns that rationale for construction compounds and requirements for maintenance access have not been properly assessed and requests to minimise permanent land-take and take into consideration land requirements for other interfacing projects.	Work on construction methodology and maintenance requirements will continue to define the land requirements for the Scheme and consider those for other interfacing schemes.	Develop robust construction methodology and refine land requirements at detailed design stage
Other projects - promoted by Greater Cambridge Partnership (GCP)	Cambridge South East Transport (CSET) and Sawston Greenway schemes - some consultees welcomed the current level of engagement with GCP and Network Rail, whilst others did not feel enough joint working has been undertaken, and more visibility on the integration details should be provided in consultation materials.	We have been engaging with GCP to consider joint designs and multiple interfaces as much as possible between the schemes. The Scheme for the station must be planned in such a way that it can be delivered as a stand-alone project in the event that the CSET scheme does not proceed; however, both developers have a high level of cognisance of the	Continue to engage with GCP on interfaces.

Theme	Summary of response	Project's position at Round Two consultation	Outcome on Scheme development
		needs and requirements of each other's' schemes.	
Other - train services	Request that train services calling at the new station are maximised and there is sufficient capacity at the station to cater for future stops by East West Rail services.	Rather than creating additional capacity for more trains along the West Anglia Main Line, the Scheme introduces the capability of stopping trains at a new location on this route, whilst maintaining capacity and performance. A service pattern will be agreed at a later stage by the DfT however the Scheme does not propose additional services on the rail network beyond those that operate currently.	The comments were noted. The ultimate decision of service provision at the station is one the DfT will lead on in consultation with the relevant Train Operating Companies.

Community consultees

7.1.9 520 responses were received from community consultees such as local residents, councillors, local organisations such interest groups, cycling groups, parish councils outside of the Consultation Zone, residents' associations and companies with an interest in the CBC and the Scheme in general. These organisations are listed in Table 7.3.

Table 7.3 Organisations who responded to Round Two consultation

List of organisations		
AstraZeneca Ltd	England's Economic Heartland	Meldreth, Shepreth and Foxton Community Rail Partnership
Cambridge Ahead	Fen Ditton Parish Council	Railfuture
Cambridge Cycling Campaign	Fen Line Users Association	Smarter Cambridge Transport
Cambridge Medipark Ltd	Cambridge University Health NHS Trust	The Wildlife Trust for Bedfordshire, Cambridgeshire & Northamptonshire
Cambridge Past, Present & Future	Royal Papworth NHS Trust	Trumpington Residents' Association
Countryside Properties (UK) Ltd	Hobson's Conduit Trust	Jesus College
East West Railway Company Ltd	East West Rail 'Cambridge Approaches' Action Group	

7.1.10 Table 7.4 sets out a summary of the response categorised by theme, the project's position and the outcome on the Scheme development at that time.

Table 7.4 Responses from community consultees at Round Two consultation

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
Attitudes	Expressions of support relating to improved access to the hospitals and staff at the CBC; however, some felt that the benefits for residents from a wider geographical area are secondary and should be downplayed. The need for a station was questioned.	We welcome support for the project and recognise that the station has a part to play in providing sustainable transport to the CBC and that everyone will benefit from a station nearby. Restricting usage of a public asset such as a railway station has never been the intention of the DfT nor Network Rail as the promoter of the Scheme. Whilst we expect many of those using the station would be accessing the Biomedical Campus, others including local residents will also make use of the station as their point of origin.	The comments were noted.
Station selection rationale for northern option	Strong support for the northern option as the preferred station location with vehicle access from the east. Some asserted that the location selected is too constrained on the east to safely accommodate passenger numbers, to support a direct bus interchange within the station forecourt, and is unable to accommodate future expansion of facilities.	We acknowledge that the location selected has space restrictions; however, we have made intelligent use of the space available on the east side in designing the facilities to accommodate requirements for access for vehicles, pedestrians and cyclists. With regard to design, we have tested the station layout for various demand	Refine layout of the station at detailed design stage.

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
		scenarios looking ahead to 2043. This includes high- growth scenarios to give us an indication as to whether the station's design could accommodate passenger numbers that are comparable with those that other stakeholders have put forward. One of these is a scenario with potential future EWR Central Section services calling at the station as a sensitivity test.	
Station design - passenger numbers	Concerns were made that any design proposed is inadequate as it is based on passenger demand modelling forecast figures which are claimed to be too low.	A figure of c.1.8m passenger entries and exits per annum reflects the expected demand once the station has been open for a small number of years. Delivery of the Scheme is expected to be funded by central Government. Business cases for projects funded by central Government must comply with the standard demand and growth scenarios which the DfT uses for rail industry forecasts. We are aware of other demand figures proposed by stakeholders using alternative methodologies and underlying assumptions; these do not comply with the Green Book methodology guidance issued by HM Treasury. The pedestrian capacity modelling for the station	The comments were noted.

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
		includes multiple scenarios and looks ahead to 2043.	
Station design - alternatives proposed	Some asserted that the station should be designed over the tracks and accessed from a widened Addenbrooke's Bridge to provide more circulation space at street level for better segregation of pedestrians, cyclists and motorists and for additional facilities such as secure cycle parking and disabled parking bays.	A station interface with Addenbrooke's Bridge was considered at option development stage and not taken forward as it would result in the need to rebuild the whole structure, which would incur considerable cost and disruption from closure, complexity of maintenance, and would cause safety issues related to bridge strength and the mix of pedestrian, cycle and bus traffic in a constrained area at height.	The comments were noted.
Station design - eastern forecourt	Concerns were raised that the design proposals for the eastern entrance to the station are not adequate to safely accommodate the likely peak flows of passengers who have different needs, cyclists and cars.	As part of the assessment of the fire and emergency evacuation requirements a station capacity analysis has been undertaken which has considered site-specific factors such as the station being located near the hospitals. The analysis has assessed that the design safely accommodates passenger capacities and types such as those people with reduced mobility for the numbers estimated, and for various demand scenarios looking ahead to 2043 such as a scenario with potential	The comments were noted and no changes made.

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
		future East West Rail services calling at the station as a sensitivity test.	
Station design - exits/entrances	Some suggested that an additional exit/entrance is made from the south of the platforms near the southern footbridge/stairs; this would minimise congestion in the station buildings and relieve pressure on the automatic ticket gates.	As part of the assessment of the fire and emergency evacuation requirements, a station capacity analysis has been undertaken which has demonstrated that the proposed number of entrances/exits are sufficient for the escape capacity in relation to distance and time for the estimated passenger numbers therefore additional entrance/exits are not required. The distance to Francis Crick Avenue is short and can safely be navigated by all user groups.	The comments were noted and no changes made. We acknowledge that providing additional entrance/exits at the southern end of the station would be convenient for passengers; however, there is strong opposition to this from stakeholders on the east side.
Station design - ramps and escalators	Suggestions to provide ramps and escalators in addition to the stairs and lifts	Escalators and ramps are not part of the scope of the Scheme. The provision of two lifts per platform provides step-free access for all users including those with reduced mobility, travelling with children, laden by heavy luggage etc.	The comments were noted and no changes made.
Station design - lifts	Support for the proposals for two lifts per platform (six in total) was made.	Provision of dual power supplies for resilience is incorporated into the	As lift car sizes in relation to their shaft size can vary per manufacturer;

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
	Suggestions that there is a contingency against lift breakdown and resilience is built in from the start, queries were raised relating to lift car size being sufficient for prams, buggies, wheelchairs, mobility scooters and oversized cycles.	design of the station so a working lift is always available on each platform. Through lifts are proposed to the platforms located within the station buildings, however this is not possible to the island platform due to the restricted with of this platform. Deeper lift cars (1400mm wide x 2000mm depth) are proposed to accommodate the ability for a wheelchair user to turn 360 degrees; this size deviates from the Network Rail standard lift size of 1600mm and 1600mm.	investigate this matter at detailed design stage.
Station design - toilets	Welcome the provision of a Changing Places facility for those who are not able to use a toilet independently and need assistance. Suggestions that a changing room should be incorporated as part of the toilet facilities, rain water is harvested to flush the toilets and that toilets are located on both sides of the railway and also at platform level.	We have designed space to accommodate facilities for a Changing Places facility, and accessible and standard toilets. The exact location of these will be determined by Greater Anglia who will manage and operate the station. Toilets on platforms are not part of the agreed scope. We are developing proposals to achieve a minimum BREEAM rating of 'Good'.	Consider the suggestion to incorporate a changing room in the station layout. At detailed design stage, engage with Greater Anglia to confirm station layout in relation to location of toilet facilities. Assess re-use of rainwater to contribute to achieving a BREEAM rating of 'Good'.

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
Station design - canopies over platforms	Welcome the provision of canopies the full length of the platforms, would like to see what they look like and wish to ensure that these are actually built and not drastically shortened at the last minute.	We have included canopies to give adequate cover on platforms so that boarding and alighting operations are not compromised during inclement weather conditions. Full length canopies are part of the agreed scope of the Project.	Undertake canopy design at detailed design stage. The comment that these should not be removed/reduced in scale at later stages is noted.
Station design - waiting facilities and seating	Welcome the provision of waiting and seating facilities and suggestions that there are plenty of areas provided in the station buildings and also at platform level, these are evenly distributed and that design of shelters meets as a minimum passenger comfort needs, i.e. a warm, well-ventilated dry and safe environment.	Waiting and seating facilities are part of the agreed scope. Platform furniture such as shelters and signage will be agreed with Greater Anglia who will manage and operate the station.	At detailed design stage, engage with Greater Anglia to confirm station layout in relation to location of waiting areas and seating arrangements. Consider the most appropriate type/level of shelter on the platforms at next stage of design.

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
Station design - current parking provision for vehicles	Support for the limited provision of parking for Blue Badge holders (five bays) on the east side of the station; however, suggestions were made to provide more bays for Blue Badge holders, to reallocate space for parking for staff and maintenance vehicles on the west of the railway and provide parking for general cars.	The number of bays allocated for Blue Badge holders is normally 5% of the total car parking spaces provided. (Note there are 24 blue badge bays provided at Cambridge North station which complies with the 450 or so general parking spaces.) Providing more than five bays is not possible given the limitations of the location selected. The draft TA demonstrates the Scheme will encourage a modal shift from cars to rail. We have sought to provide access connections to make non-car use a more attractive option and not provide vehicle access from the west with the exception of emergency and maintenance vehicles. Providing parking for private (non-Blue Badge) cars at the station is not part of the agreed scope of the Scheme and furthermore does not accord with the Cambridge Local Plan 2018. Space on the east is finite, given the constraints of the surrounding infrastructure already built out, i.e. the Guided Busway embankment, or with	The comments were noted and no changes have been made to the Scheme as a result.
Station design - parking for motorcycles and mopeds	Suggestions were made to provide parking for motorcycles and mopeds on the east side of the station.		

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
		planning approval, i.e. AstraZeneca's South plot; there is no space for parking for motorcycles or mopeds within the station forecourt.	
Station design - drop-off/pick-up facilities	Support for the limited provision of drop-off/pick-up facilities by private cars and taxis (six bays) on the east side of the station; however, suggestions were made to restrict facilities to only taxis and provide a separate area for facilities by private cars with a shuttle bus to the station, akin to a 'drop-off/pick-up and ride' facility.	Providing access for private vehicles as well as emergency vehicles to the station is a requirement of the Scheme and we have also responded to planning policy requirements to manage travel demand, promote sustainable travel (by providing a station) and maximise scope for access by sustainable modes of transport.	The comments were noted and no changes have been made to the Scheme as a result.
Station design - covered walkway on the east	Suggestions that pedestrian walkway between the station entrance and Francis Crick Avenue should be covered.	Canopies on the eastern station forecourt are not part of the agreed scope.	Consider a covered walkway on the east station forecourt.
Station design - retail facilities	Most welcomed the provision of retail units at the station; however, some	Space for retail/catering facilities is included in the current proposals. As	At detailed design stage, engage with Greater Anglia to confirm station

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
	queried the need given the large number of retail options available nearby and some did not want any retail facilities provided. Suggestions were made to locate these on both sides of the railway and access is also made for non- passengers, i.e. locate units outside the automatic ticket gates, on the type of retail facilities that could be introduced at the station and that facilities are expanded into Hobson's Park.	Greater Anglia will manage and operate the station, the extent of the retail and catering facilities will be determined by them. Expanding the footprint of the station to create more retail space is not justifiable considering the requirement to minimise land acquisition to the west.	layout in relation to extent of retail and catering space.
Station design - ticket facilities	Comments were made to provide sufficient ticket machines, sited to not face the sun, located on both sides of the railway and a ticket office is provided for those who may need additional support.	As Greater Anglia will manage and operate the station, the ticket facilities will be determined by them.	At detailed design stage, engage with Greater Anglia to confirm station layout in relation to the ticket facilities.
Station design - platforms	Comments that platform/train interface should be designed to facilitate level boarding and alighting for passengers	We recognise that the station will be served by multiple operators with different rolling stock of different floor heights. We have designed space on the platforms to be safe and compliant with railway standards. The station will be manned so access on to the train will	The comments were noted and no changes have been made to the Scheme as a result. We acknowledge that whilst level access would be more convenient for many passengers, this is not something that the project can commit to given these constraints.

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
		be via ramps with assistance where required.	
Station design - platform and track configuration and extent of tracking	Support for the proposed configuration of an island and two flanking platforms and four railway tracks for the station. However, concerns were raised that a configuration of two island platforms would work better and that tracking should be expanded further as part of the Scheme to bring forward benefits or provide passive provision for this.	The proposed configuration creates greater operational flexibility and makes it easier to manage passengers during periods of disruption and less chance of loss of services. Furthermore, this configuration is the most appropriate to reduce land-take in Hobson's Park and to limit the impact on Addenbrooke's Bridge, which would otherwise need to be rebuilt. Layout options for EWR Central Section may also remove any potential benefits of a pair of island platforms. We have set out the extent of track required to operate the Scheme; any future track enhancements will need to be delivered as part of other rail projects.	The comments were noted and no changes have been made to the Scheme as a result.
Station operations - staff availability	Comments were made that the station should be manned at all times.	Staffing arrangements will be the responsibility of Greater Anglia who will manage and operate the new station.	The comments were noted and no changes have been made to the Scheme as a result.

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
Station operations - various	Comments were made that the station should be designed so users feel safe, there is good lighting, incorporate measures to minimise trespass, crime and anti-social behaviour, CCTV is installed, there is a regular cleaning regime in light of Covid-19, wheelchairs are provided on platforms for those who need them and train information is clear and well distributed within the station.	We have followed good design principles such as Government standards and guidance on designing accessible railway stations to provide as a minimum a safe, accessible and inclusive station environment; this includes measures to design out trespass, crime and anti-social behaviour. CCTV and lighting on the station and platforms will be provided in line with current standards and guidelines. As Greater Anglia will handle the day-to-day management of all the station's facilities, the cleaning regime and Customer Information System will be determined by them. Providing wheelchairs on platforms is not part of the scope of the Scheme and would be the decision of Greater Anglia.	The comments were noted and no changes have been made to the Scheme as a result. Providing wheelchairs at the station would be determined by Greater Anglia.
Cycle parking - number and allocation of parking spaces,	Differing views were made on the adequacy of the proposed total number of 1,000 cycle spaces with suggestions that more spaces should be	The allocation of 1,000 cycle spaces is based on the level of cycling and the provision of spaces at similar sized stations such as Cambridge North. The	Refine the configuration of the type of cycle parking to optimise cycle spaces on both sides of the railway.

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
design potential for future expansion	provided at the onset and how the spaces should be allocated ('split') across both sides of the railway; some favoured one side more than the other.	draft TA demonstrates that 24% of passengers would travel to and from the station by cycle. This equates to 1,565 arriving and departing trips. Assuming most of the passengers would undertake a return trip on the same day, this results in demand for 800 cycle parking spaces per day. As such, the proposed 1,000 cycle parking spaces are considered sufficient for the projected demand associated with the station. Furthermore, the draft TA predicts that around a quarter of passengers would come from residential areas to the west and three quarters from the east. However, more cycle users are anticipated from the west.	Given that the design considers only the footprint of 1,000 cycling spaces, the comments on the security of the type of stands to be provided have been noted and will be considered at detailed design stage. Further engagement with cycling groups and other stakeholders on design of cycle provision to incorporate future expansion has taken place since Round Two Consultation
Cycle parking - configuration of stands	Suggestions were made as to the configuration of parking type, e.g. Sheffield stands, stacked racks, space for 'of gauge' cycles, for different types of bikes, e.g. inclusive and non-standard cycles, sufficient space between stands to prevent damage, and consider needs of disabled cyclists.	We stated our aim is to provide stacked racks (60 - 70%) with 2.5m - 3m access; standard Sheffield stands (20 - 30%) with 1.5m between Sheffield stands, and spaces for non- standard 'of gauge' cycles (up to 5%).	

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
Cycle parking - consider alternative formats	Suggestions to provide cycle parking that is an underground or a multi-storey facility.	Clear, open access to cycle parking is critical to provide users with a sense of security. An underground facility would require the removal of substantial amounts of material and the construction of a waterproofed concrete box structure which would increase the carbon footprint of the proposed development. An underground facility would require a higher level of lighting and security, and would have a restricted access and egress which would become congested during peak hours, as opposed to the proposed cycle parking areas within the western and eastern forecourts. Space for a multi-storey facility is not available on the east side. Locating such a facility on the west would have visual impacts and a larger footprint on Hobson's Park.	The comments were noted; however, no changes to the cycle parking format are envisaged.
Cycle parking - design	All cycle parking should be covered as a minimum, be well lit, kept clean and sited near to station entrance for good surveillance. There were differing views on whether the parking should be all-enclosed in a secure facility or some	All cycle parking will be covered and well lit. On the east it is located close to the station entrance. On the west the layout of the station building means that the cycle parking is located further away from the station entrance.	Given that the design considers only the footprint of 1,000 cycling spaces, the comments on the security of the type of stands to be provided and security of cycle facilities overall have

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
	spaces left open for occasional passengers. The need for secured parking was overwhelmingly expressed with suggestions on security measures such as CCTV in addition to active security with patrols and a system to regularly monitor cycles and remove abandoned cycles.		been noted and will be considered at detailed design stage. Engage with cycling groups and other stakeholders on design of cycle provision.
Cycle facilities - other elements	Suggestions were made for a number of facilities such as cycle repair services, free use of repair equipment, facilities to hire different types of cycles, lockers (for cycles and helmets), changing rooms and charging points for electric cycles and scooters.	Whilst design considers only the footprint of 1,000 cycling spaces at this stage, we recognise that additional facilities would improve the quality of the cycle environment at the station.	The comments on the cycle facilities have been noted and will be considered at detailed design stage. Engage with cycling groups and other stakeholders on design of cycle facilities.
Station design - sustainability	Suggestions to make the Scheme as sustainable as possible, e.g. use sustainable construction materials, incorporate solar panels on canopies, green roof on the station buildings and footbridges, harvest rain water for flushing toilets etc, target a BREEAM 'Excellent' rating	The Scheme is being developed in line with Network Rail's Sustainable Development Strategy which considers, amongst other issues, the sustainable use of materials, energy efficiency and adapting to climate change.	Assess various measures to contribute to achieving a BREEAM rating of 'Good'.

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
Station design	Comments were made that the design should consider the surrounding landscape and setting of Hobson's Park on the west and be of outstanding architectural quality.	When it comes to design of the station we work to various rail-specific design codes, safety-related standards, policy, design guidance and principles such as those described in Our Principles of Good Design. This imposes specific restrictions of the type of construction used, its durability and the complex nature of maintenance on the railway which seeks to minimise long-term access and maintenance requirements. 7.1.11 We will consider elements such as responding to architectural themes, to place, to character and setting of the surrounding area and the use of form, material and colour effectively.	Consider standards and guidance to inform the design approach at detailed design stage. Progress with EIA and consider any proposed mitigation in relation to landscaping and visual impact.
Station design - rail systems enclosure and sub-station	As well as queries about the need for such permanent infrastructure, concerns were raised relating to locating these in Hobson's Park and requests that alternative locations are considered	A rail systems enclosure and substation are integral to the operation of the Scheme.	The comments were noted. Whilst alternative locations have not been deemed suitable due to lack of reasonable access or incompatibility with the longer term needs of the railway, consider opportunities to screen visual impacts and reduce footprints further.

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
Transport - bus access	Concerns were raised that provision for bus interchange nearby is inadequate and direct bus access should be provided within the eastern station forecourt, distances to access bus services is deemed too far for those with reduced mobility, consider impacts of CSET route on bus access and suggestions to build a bus station adjacent to the station on the east.	The draft TA sets out the current bus provision on Francis Crick Avenue and on the Campus and demonstrates that the bus facilities are sufficient for the predicted 80 origin and destination public transport trips for the AM and PM peak hours generated by the station. In our engagement with GCP we have noted that the CSET scheme has the potential to provide increased bus interchange and stops by the station access road. Building a bus station is not part of the agreed scope for the Scheme. The distance to Francis Crick Avenue is short and could safely be navigated by all user groups.	The comments were noted.
Transport - onward travel	Suggestions that the Scheme should address first and last mile mobility challenges, support onward connections and transport for those who need additional support from the station	The Scheme's remit is to deliver a station for trains to stop adjacent to the CBC; provision for additional travel services such as a shuttle service, covered walkways to hospital buildings is not part of this remit.	The comments were noted.

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
Transport - new infrastructure to cross the railway	Suggestions were made to provide a new cycle and pedestrian bridge adjacent to Addenbrooke's Bridge and provide access beneath the stream conduit bridge	Building a separate new cycle and pedestrian bridge is not required to mitigate the effects of this Scheme and are no plans to alter the stream conduit bridge or lower the ledges on either side of the Conduit to allow users to pass under the railway.	The aspiration to facilitate and formalise access beneath the existing railway bridge over the Brook to enable the completion of the footpath to Nine Wells Nature Local Reserve has been noted.
Transport - Campus road restrictions	Concerns were raised that the no through road policy enforced through the Campus Traffic Regulation Order would result in drivers entering on station-related business being fined, and that congestion would be caused by drivers who are aware of the restriction waiting long enough at the station to avoid being fined.	In the same way as those on legitimate Campus-related business, drivers dropping off or picking up passengers will stay long enough not to trigger the ANPR cameras. The draft TA shows that there will be approximately 30 cars (private and taxis) during the AM peak period and the same number during PM peak. Overall, the proposed station will result in a reduction in forecast traffic levels in the Campus through the modal shift from car trips to rail and also the improvements to the walking and cycling infrastructure.	The comments were noted.
Transport - on-street parking	Concerns that the Scheme would impact on parking in local residential roads	The draft TA has assessed the potential on-street parking impact from the proposed station and taken into account the existing parking restrictions on nearby roads and future	The comments were noted. Note that it is anticipated that the parking situation would be monitored by Cambridgeshire County Council and

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
		plans by Cambridgeshire County Council to expand the Cambridge Residents' Parking Schemes (RPS). It is not anticipated that the station would have a significant adverse effect for on-street parking. Furthermore, it is anticipated that by the time the station would become operational, most of the residential areas in Cambridge City Council would have RPS, including Trumpington, Perse, Glebe and Nightingale.	if it is found that problems are arising from on-street parking, then any necessary controls will be developed and introduced in consultation with the County and City Councils, local residents, businesses and relevant parish councils/wards.
Transport - car parking	Concerns that as general car parking is not provided as part of the Scheme, hospital car parks and the Trumpington Park and Ride facility will be over-run, and passengers may try to use staff car parks.	The draft TA has assessed the potential impact on existing public and staff car parking provisions on the Campus. It is anticipated that potential impact on the Campus visitor car parks is unlikely to be significant and that existing controls that prevent unauthorised use at staff car parks are considered to be fit for purpose. Park and Ride sites were scoped out (i.e. not assessed); it was considered that these were too far away to be relevant to the station.	The comments were noted. A Station Travel Plan prior to the station becoming operational in consultation with the Local Highways Authority.

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
Transport - increase congestion	Concerns that station-related traffic will cause congestion on Francis Crick Avenue, queuing cars would impact on routes used by emergency vehicles.	The station access road off Francis Crick Avenue introduces a new junction arm and traffic signal modifications to the existing signalised Francis Crick Avenue/Guided Busway junction method of control. The draft TA demonstrates that residual impact on highway infrastructure within the Campus and on the local road network would be net-beneficial.	The comments were noted.
Transport - impact on train journey times	Concerns that introducing a new halt on the railway would impact on current journey times	The business case will quantify the value of time and use this to inform which services will call at the station and stopping patterns. Detailed timetable analysis has shown that the majority of services that are expected to call at the station can do so without extension of their end to end journey times. Those trains that do not stop at the station are not expected to have extended journey times. The proposed enhancement works at Shepreth Branch Junction will maintain train performance levels.	The comments were noted. Monitor and assess train performance levels as part of scheme development.
Transport - review transport in the area	Suggestions that a review of all transport links to the station should be	The remit we have been given covers the rail infrastructure for a new station	The comments were noted.

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
	undertaken so improvements to wider infrastructure can be identified	and access connections to enable passengers to get to and from the station. A review of the area's transport links is not the responsibility of Network Rail.	Note that as transport within the wider area is the responsibility of other parties, we will support discussions with transport decision-makers to ensure the proposed station has a suitable interface with the surrounding transport network.
Engineering - works at Shepreth Branch Junction	Support for the need for the enhancement works at Shepreth Branch Junction; however, concerns were raised, primarily by nearby lineside residents in Great Shelford, that the works are unnecessary, that there would be impacts during construction and operation, and that the details and impacts have not been adequately communicated.	Detailed analysis undertaken by the project identified that in order to at least maintain performance when the station opens, a small package of enhancement works will be required at Shepreth Branch Junction and the southern approach into Cambridge Station. Details were provided in the consultation materials; however, the impacts had not been assessed at the time of consultation. Should any significant environmental effects be identified as part of the EIA, appropriate mitigation measures will be developed. Any such measures will take into account the Conservation Area and the setting of Listed Buildings.	The comments were noted.

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
Environment - biodiversity net gain	Concerns were raised at the proposed use of Network Rail's biodiversity tool and that the Defra/Natural England tool should be used in preference, habitats should be considered as though they have reached the good quality that would be predicted from the management of Hobson's Park, that a minimum of 20% biodiversity net gain should be the starting point for new development and engagement with GCP to ensure net gain proposals complement and do not duplicate each other.	We are adopting a policy of net gain and have committed to achieving a measurable net positive contribution to biodiversity of 10% which is in line with Network Rail standards and the Environment Bill 2020. We are currently undertaking a biodiversity net gain assessment using the Biodiversity Metric 2.0. It is planned for habitats to be actively managed for biodiversity, which will maintain and increase their value for biodiversity as they mature and develop in complexity. We will also assess the habitats created as mitigation for the southern fringe (Clay Farm) development as if they are of the good quality predicted by the management regime of Hobson's Park.	Progress with biodiversity net gain provision and develop proposals that do not compromise gains made with biodiversity at Hobson's Park in consultation with statutory bodies and County, District and City council officers. Continue engagement with GCP on biodiversity and environmental matters. Report on biodiversity net gain in Chapter 6: Biodiversity of the ES.
Environment - impact on biodiversity	Concerns that the construction and operation of the Scheme would impact on the existing biodiversity in Hobson's Park	The EIA will assess the potential effects of the Scheme on receptors, their habitats and states of biodiversity during construction and operation. We are adopting a policy of net gain and have committed to achieving a measurable net positive contribution to	Progress with EIA; should any significant effects be identified consider any proposed mitigation in relation to biodiversity, ecology and habitat effects in consultation with County, District and City council officers.

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
		biodiversity of 10 % which is in line with Network Rail standards and the Environment Bill 2020.	Report on EIA findings in Chapter 6: Biodiversity of the ES.
Environment - noise (effects on wildlife)	Concerns were raised that noise during construction and operation of the Scheme could give rise to impacts on wildlife such as birds, other species, etc.	The EIA will assess the potential effects of the Scheme during construction and operation. The noise assessment will address the effects on receptors, and the population and human health assessment will address the effects of any environmental changes such as air quality or noise disturbance, changes in access to social infrastructure or a reduction in safety. The Landscape and Visual Impact Assessment will address the implications on landscape character/ tranquillity of the Green Belt, and comment on the impact of increased cycle use across the Park on nearby ecological receptors.	Progress with EIA; should any significant effects be identified consider any proposed mitigation in relation to noise effects in consultation with statutory bodies and County, District and City councils. Report on EIA findings in relation to noise in relevant chapters of the ES. Consider the design and placement of the station's public address system at the detailed design stage.
Environment - noise (effects on people)	Concerns were raised that there would be noise and disturbance during construction and operation of the Scheme from the public address system, additional people moving through Hobson's Park, and changes in line speed at Shepreth Branch Junction. Suggestions were made on the types of mitigation which could be implemented, e.g. acoustic barriers, landscaping, trees and vegetation.		

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
Environment - vibration	Concerns were raised that vibration during construction and operation of the Scheme could give rise to impacts on receptors such as lineside neighbours and the operation of vibration-sensitive equipment.	The EIA will assess the potential vibration effects of the Scheme during construction and operation.	Progress with EIA; should any significant effects be identified consider any proposed mitigation in relation to vibration effects in consultation with statutory bodies and County, District and City councils and discuss with potentially-affected vibration receptors. Report on EIA findings in Chapter 12: Noise and Vibration of the ES.
Environment - air quality	Concerns were raised that effects on air quality during construction and operation of the Scheme could give rise to impacts on receptors.	The EIA will assess the potential effects of the Scheme on air quality during construction and operation.	Progress with EIA; should any significant effects be identified, consider any proposed mitigation in relation to air quality effects in consultation with statutory bodies and County, District and City councils. Report on EIA findings in relation to noise in relevant chapters of the ES.
Environment - ecology and habitats	Concerns were raised that effects constructing the Scheme and during operation could give rise to impacts on the flora and fauna, their habitats, specifically within sites which are environmentally important and locally	The EIA will assess the potential effects of the Scheme on ecology and habitats during construction and operation.	Progress with EIA; should any significant effects be identified consider any proposed mitigation in relation to ecology and habitat effects in consultation with statutory bodies and County, District and City councils.

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
	popular, such as Hobson's Park as a whole and the bird reserve and Nine Wells Nature Local Reserve. Specific mention of species such as hare, coot, heron, water vole, reed warbler, jack snipe, stonechats, water rail and bearded tits were made.		Report on EIA findings in Chapter 6: Biodiversity of the ES.
Environment - hydrology	Concerns were raised that surrounding watercourses and drains on the Campus should be considered and assessed as part of the EIA	Engagement with relevant stakeholders such as the Environment Agency, LLFA, Cambridge Medipark, GCP, Hobson's Conduit Trust have been undertaken to understand the drainage requirements in the area. The EIA will assess the potential effects of the Scheme on hydrology during construction and operation.	Progress with EIA; should any significant effects be identified consider any proposed mitigation in relation to hydrology effects in consultation with statutory bodies and County, District and City councils. Report on EIA findings in Chapter 16: Water Resources and Flood Risk of the ES.
Environment - transport and traffic	Concerns were raised that effects during construction and operation of the Scheme could give rise to impacts on transport and traffic.	The EIA will assess the potential effects of the Scheme on transport and traffic and draw on the TA which has identified measures to deal with anticipated transport impacts to improve accessibility and safety for all modes of travel to and from the station.	Progress with EIA; should any significant effects be identified consider any proposed mitigation in relation to transport and traffic not already identified in the TA in consultation with statutory bodies and County, District and City councils. Report on EIA findings in Chapter 15: Traffic and Transport of the ES.

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
Environment - cultural heritage	Concerns were raised that effects during construction and operation of the Scheme could give rise to impacts on assets such as the Scheduled Monument, the Conservation Area and Listed Buildings.	The EIA will assess the potential effects of the Scheme on cultural heritage during construction and operation.	Progress with EIA; should any significant effects be identified consider any proposed mitigation in relation to cultural heritage in consultation with statutory bodies and County, District and City councils. Report on EIA findings in Chapter 8: Cultural Heritage of the ES.
Environment - landscape and visual impact	Concerns were raised that effects during construction such as lighting and compounds on Hobson's Park, and operation of the Scheme such as impacts on views from the Gog Magog hills, could give rise to impacts on the landscape and have visual impacts.	We acknowledge that the Scheme will introduce a volume of new development with temporary and permanent visual and spatial effects on the openness of the Green Belt, Hobson's Park and the environment. The EIA will assess the potential effects of the Scheme on the landscape and views during construction and operation. We appreciate that there may be impacts from lighting on receptors and we will seek to keep visual intrusion and light spillage to a minimum, particularly in close proximity to residential	Progress with EIA; should any significant effects be identified consider any proposed mitigation in relation to landscape and visual impact in consultation with statutory bodies and County, District and City councils. Report on EIA findings in Chapter 10: Landscape and Visual Impact of the ES. Consider arrangement and control of lighting levels during construction in the draft CoCP.

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
		properties and busy roads where it may cause nuisance or distraction.	
Environment - the EIA	Concerns were made that Network Rail will not provide an opportunity for residents and community organisations to contribute comments on the EIA findings and proposed mitigation before the application is submitted.	The purpose of undertaking an EIA is to enable potential impacts of the scheme, both positive and negative, to be assessed using a qualitative and quantitative assessment following appropriate statutory and technical guidance. The outputs from the EIA which inform the ES, including potential mitigation, are not subjective or objective; they are technical assessments undertaken by qualified professionals which will be reviewed and assessed by statutory bodies such as Historic England, the Environment Agency and Natural England and County, District and City councils.	Ultimately the acceptability of the ES is determined by the Secretary of State when deciding whether or not to approve the Scheme. In reaching this decision the Secretary of State will take into consideration any valid representations made on the appropriateness of the EIA and subsequent ES during a public inquiry, if one is held.
Land requirements on the east and west	Concerns were raised that the proposed volume of land required for the Scheme on the west temporarily and permanently is unnecessary, and suggestions were made that more land on the east be acquired	Our designs for the platforms and tracks have been developed to minimise land on the west as much as possible and we have to be able to demonstrate to the Secretary of State	Develop robust construction methodology and refine land requirements at detailed design stage.

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
		that the land we seek powers over is necessary to deliver the Scheme. Construction compounds on both sides of the railway are needed as construction traffic cannot cross the operational railway without significant periods of closure that would be disruptive to train services.	
Transport - NCN Route 11 (proposed diversion)	Comments were made on the choice of alignment of the proposed diversion route, impacts on the diversion from the CSET route, safety for users, specification of the path and how it should be lit. Requests were made to convert the temporary diversion path to become an additional permanent right of way.	We engaged with cycling groups, Sustrans, Abcam and the County and City councils on options for the diversion of NCN Route 11. The preferred alignment considered the diversion distance for all users, land requirements, potential environmental effects, existing access and interface with construction elements. As the proposed diversion is only required to mitigate the construction effects of the Scheme, there is no obligation to retain the diverted path as the affected section will be restored when the works are completed. Any permanent change to the diversion route would be subject to separate agreements relating to land,	Refer to relevant guidance when designing cycle infrastructure. Engage with cycling groups and other stakeholders on design of cycle infrastructure and lighting arrangements at detailed design stage. Discuss opportunity with the landowner, Sustrans and relevant stakeholders to convert diversion path to a permanent right of way.

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
		maintenance and rights of access with the relevant stakeholders.	
Transport - NCN Route 11 (other)	Comments were made on ensuring access during construction by Shepreth Branch Junction to NCN Route 11, suggestions that as part of the Scheme other improvements to NCN Route 11 are made elsewhere as the station would increase usage of the path and, once construction has completed, improve its condition and width when it is reinstated.	Our aim is to maintain access by Shepreth Branch Junction to NCN Route 11 during construction; however, where necessary for safety reasons we will implement measures to avoid any conflict between construction operations and users of NCN Route 11. The draft TA demonstrates that it is not anticipated that additional trips generated by the station would require additional capacity or improvements to NCN Route 11 during operation.	Set out in the draft CoCP how access by Shepreth Branch Junction to NCN Route 11 will be maintained during construction. Agree with landowner and the County Council on details of restoration of affected NCN Route 11 post construction. Note that the Sawstons Greenway scheme makes a range of improvements to NCN Route 11.
People - access and potential loss of amenity	Concerns that the construction and operation of the Scheme would result in a temporary or permanent loss of amenity, access to public areas and affect rights of way	The EIA will assess the potential effects of the Scheme during construction and operation. The population and human health assessment will address the effects of any environmental changes such as air quality or noise disturbance, changes in access to social infrastructure or a reduction in safety.	Progress with EIA; should any significant effects be identified consider any proposed mitigation in relation to changes in access in consultation with statutory bodies and County, District and City councils. Report on EIA findings in Chapter 13: Population and Human Health of the ES.

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
		The CoCP will identify how construction impacts such as traffic, noise, vibration and dust will be monitored, controlled and managed.	Develop draft CoCP in further stages of design
People - socio-economics	Comments were made that the Scheme would impact positively or adversely on employment opportunities, on the local economy, and cause disruption to the community during construction and operation.	The EIA will assess the potential effects of the Scheme on any changes to the local economy, employment opportunities or disruption to the community during construction and operation. The CoCP will identify how construction impacts such as traffic, noise, vibration and dust will be monitored, controlled and managed.	Progress with EIA; should any significant effects be identified consider any proposed mitigation in relation to the local economy, employment opportunities or disruption to the community in consultation with statutory bodies and County, District and City councils. Report on EIA findings in Chapter 14: Socio-economic effects of the ES. Develop draft CoCP in further stages of design.
Construction - bring materials by rail	Comments were made that the opportunity to bring construction materials by rail should be explored to relieve impacts in respect of construction vehicles and suggestions made that an additional track be built in advance for use as a siding for heavy construction materials.	Initial construction planning work undertaken to date suggests that carrying construction materials by rail would require supporting additional infrastructure and available train paths. Installing a new siding and material handling facilities would be subject to a separate application and would delay	Develop robust construction methodology at detailed design stage. Progress with the EIA and assess impacts from construction activities on the highways network and receptors.

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
		the Scheme. There are no existing sidings or similar facilities in the vicinity.	Develop draft CoCP in further stages of design.
Transport - Guided Busway services	Suggestions were made that additional stops/services on the Guided Busway should be provided as part of the Scheme, such as on the west by Trumpington.	The draft TA sets out the current bus provision on Francis Crick Avenue and on the Campus and demonstrates that the bus facilities are sufficient for the predicted 80 origin and destination public transport trips for the AM and PM peak hours generated by the station.	The comments were noted. Note that any changes to current or future bus services/operations on the Guided Busway are the responsibility of other parties; we will support discussions with transport decision-makers and bus operators to ensure the proposed station has a suitable interface with the surrounding transport network.
Other projects - East West Rail	Welcome provision for future EWR Central Section services to call at the station; however, there are concerns that there is a lack of ambition to incorporate future-proofing to allow for additional capacity for EWR Central Section, and assertion that both projects should be unified.	As East West Rail Central Section is at an earlier stage of development and consenting than this Scheme, the only way for all work to be delivered concurrently would be to delay this Scheme by a number of years, which is unlikely to be acceptable to many stakeholders. In addition, this Scheme must be planned in such a way that it can be delivered as a stand-alone project in the event that East West Rail Central Section does not proceed.	The comments were noted. No change.

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
Other projects - integration with other nearby schemes	Concern that there is a lack of detail on considering other nearby schemes and integrating with these, e.g. Cambridgeshire Autonomous Metro and further developments on the Biomedical Campus	We have been working with other scheme promoters to consider likely interfaces where required in relation to design, physical proximity, construction, land requirements and future coordination and operation of services. We are obliged to devise a 'stand-alone' design for the Scheme in the event that other schemes do not proceed.	Continue to take cognisance of other schemes at detailed design stage. Engage with other developers on interfaces.
Other - impact on Shelford Station, nearby level crossings	Concerns that if the Scheme is built this would put Shelford Station at risk of closure and an increase in barrier down time at level crossings will occur.	Closing stations on the rail network is an extremely rare occurrence and is usually only done where passenger numbers are extremely low or when a replacement station is being provided closely adjacent to the closed one. Shelford Station does not fall into either of these categories. We have identified a possible consequence of extended barrier down time at Sawston, Shelford and Granham's level crossings.	Continue to work with other Network Rail projects to minimise any changes to barrier down time at identified level crossings.

Theme	Response to consultation	Project's position at Round Two consultation	Outcome on Scheme development
Other - delivery programme	Requests that the project should be delivered more quickly whether with two platforms or bring forward consents and construction	The scope covers the rail infrastructure for a new station with four platform faces; a station with two platforms would not meet timetable requirements. We are obliged to follow due process for consenting under the Transport and Works Act.	The comments were noted. No change.
Other - naming of Cambridge Station	Suggestions to rename Cambridge Station to designate its central position in Cambridge	Any decision to rename the station would be made in consultation with the DfT.	The comments were noted. No change.

8. SUMMARY

Key outcomes

8.1.1 The consultation and engagement undertaken has informed the development of the Scheme in a meaningful way.

8.1.2 The proposals would establish a station located nearest to Addenbrooke's Bridge (the northern option) with tracks to accommodate four platforms, buildings and cycle parking on both side of the railway, vehicular access from Francis Crick Avenue, a new path on the west and improvements to the walking and pedestrian connections on the west, retention of NCN Route 11 under Nine Wells Bridge, changes to the landform on Hobson's Park, an accommodation bridge over Hobson's Conduit, a rail systems enclosure and a substation on the west and an attenuation basin on the east.

Consideration of the environment and people

8.1.3 Consultees raised specific questions about how the Scheme would demonstrate how effects on the environment during construction and operation are considered and the evidence to assess these effects and the residual impacts once proposed mitigation is applied.

8.1.4 A full EIA has been carried out to support the TWAO and the ES reports on the findings of this EIA and forms part of the application. The ES sets out the construction and operational effects of the Scheme on air quality, biodiversity, climate change including adaptation, cultural heritage, ground conditions and contamination, landscape and visual impact, materials and waste, noise and vibration, population and human health, socio-economic effects, traffic and transport, and water resources and flood risk. The ES also identifies the appropriate mitigation measures that will be put in place to reduce/compensate for significant effects.

Summary of key changes

8.1.5 A number of key changes made to the Scheme in response to consultation and engagement is set out in Table 8.1.

Table 8.1 Key changes in response to consultation and engagement

Proposal/theme	Change made
Station location	Preferred station location selected nearest to Addenbrooke's Bridge (the northern option)
Station facilities	Incorporated two lifts per platform instead of one lift and provided contingency against lift breakdown. Incorporated a Changing Places facility and breast feeding facilities into station footprint Installed shelters on platforms for passenger comfort Bays for Blue Badge holders positioned parallel to the kerb
Station access	Station access road moved further south to consider CSET interface Boundary treatment between station and AstraZeneca plot on the east Retention of NCN Route 11 under Nine Wells Bridge after construction Link to Trumpington at the west end of Guided Busway where ground is more level
Land requirements	Reduced land requirements on Hobson's Park in the permanent state and temporarily during construction, minimising impact on landowners and users of the Park
Environment	As part of the Project's BDN an additional 8 ponds will be developed across the footprint of the project.
Exchange Land	Exchange land will be provided to account for the loss within Hobson's Park

Continued engagement

8.1.6 Network Rail is committed to ongoing consultation and engagement with interested parties after the application has been submitted to the Secretary of State for Transport. This will continue as the TWAO progresses through the procedures process and beyond to completion of the scheme.

8.1.7 Network Rail will continue to engage and work with landowners affected by the Scheme following submission of the Order. Affected parties will also have the opportunity to comment on the Order as part of the statutory consultation process.

8.1.8 We will continue to work with the local authorities and other statutory and non-statutory stakeholders over the lifetime of the project to make sure the scheme can be introduced with the minimum of disruption and be a key transport hub on the Cambridge Biomedical Campus to serve those working and using the site and residents in South Cambridgeshire.

APPENDIX A

MATERIALS FOR ROUND ONE CONSULTATION

1. FLYER
2. POSTER
3. CONSULTATION BROCHURE
4. STAKEHOLDER INFORMATION PACK
5. INFORMATION BOARDS

NetworkRail

Public consultation

20 January to 2 March 2020

A new station south of Cambridge

Network Rail is developing plans for a new station in the vicinity of the Cambridge Biomedical Campus to improve connectivity in Cambridgeshire.

The new station will help to improve accessibility for patients and visitors to Addenbrooke's and Royal Papworth hospitals, as well as better connections to proposed new housing developments across the Cambridge Southern Fringe.

Improving connectivity to the region will support the growth of the Cambridge Biomedical Campus and help it maintain both national and global competitiveness, attracting skilled workers from a wider catchment area.

We are holding a series of **consultation events** in your community to find out what you think about our emerging plans for the new station. **Please turn over to find out where and when we are planning these events.**

Consultation events

Come to one of our consultation events to hear about our proposals and have your say. This is your opportunity to speak to our specialists to learn more about the scheme.

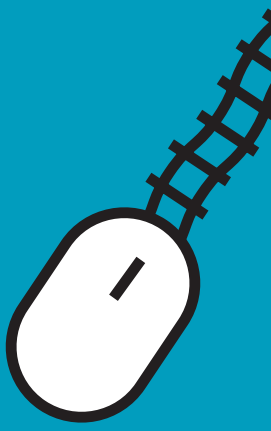
Hicks Room, The University Centre Granta Place, Cambridge, CB2 1RU	**Mon 20 Jan**	4pm - 8pm
Long Road Sixth Form College Long Road, Cambridge, CB2 8PX	**Tue 21 Jan**	5pm - 9pm
Royal Papworth Hospital Papworth Road, Cambridge Biomedical Campus, Cambridge, CB2 0AY	**Wed 22 Jan**	9am - 1pm
Netherhall School Queen Edith's Way, Cambridge, CB1 8NN	**Thur 23 Jan**	4pm - 8pm
Trumpington Pavilion King George V Playing Field, Paget Road, Trumpington, CB2 9JF	**Fri 24 Jan**	10am - 2pm
Shelford Rugby Club The Davey Field, Cambridge Road, Great Shelford, CB22 5JU	**Sat 25 Jan**	10am - 2pm
Little Shelford Memorial Hall The Long House, 11 Church Street, Little Shelford, CB22 5HG	**Tue 28 Jan**	3.30pm - 7.30pm
Grantchester Village Hall Vicarage Drive, Grantchester, Cambridge, CB3 9NG	**Wed 29 Jan**	4pm - 8pm
Stapleford Jubilee Pavilion Stapleford Recreation Ground, off Haverhill Road, Stapleford, CB22 5BX	**Thur 30 Jan**	1pm - 5pm

How to have your say

For more information on our proposals, visit:
www.networkrail.co.uk/cambridge-south-station
or email us at: **cambridgesouth@networkrail.co.uk**

You can share your views by attending one of our consultation events, emailing us or filling in our online survey (available from 20 January) at the website shown above.

You can also call Network Rail's National Helpline on **03457 11 41 41** or follow us **@networkrailLST**



NetworkRail

Public consultation

20 January to 2 March 2020

A new station south of Cambridge

Network Rail is developing plans for a new station in the vicinity of the Cambridge Biomedical Campus to improve connectivity in Cambridgeshire.

The new station will help to improve accessibility for patients and visitors to Addenbrooke's and Royal Papworth hospitals, as well as better connections to proposed new housing developments across the Cambridge Southern Fringe.

Improving connectivity to the region will support the growth of the Cambridge Biomedical Campus and help it maintain both national and global competitiveness, attracting skilled workers from a wider catchment area.

We are holding a series of **consultation events** in your community to find out what you think about our emerging plans for the new station.

Consultation events

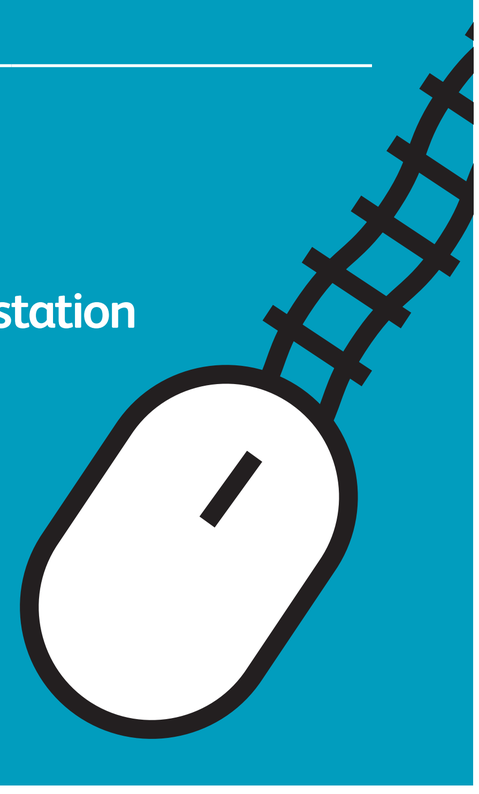
Hicks Room, The University Centre Granta Place, Cambridge, CB2 1RU	**Mon 20 Jan**	4pm - 8pm
Long Road Sixth Form College Long Road, Cambridge, CB2 8PX	**Tue 21 Jan**	5pm - 9pm
Royal Papworth Hospital Papworth Road, Cambridge Biomedical Campus, Cambridge, CB2 0AY	**Wed 22 Jan**	9am - 1pm
Netherhall School Queen Edith's Way, Cambridge, CB1 8NN	**Thur 23 Jan**	4pm - 8pm
Trumpington Pavilion King George V Playing Field, Paget Road, Trumpington, CB2 9JF	**Fri 24 Jan**	10am - 2pm
Shelford Rugby Club The Davey Field, Cambridge Road, Great Shelford, CB22 5JU	**Sat 25 Jan**	10am - 2pm
Little Shelford Memorial Hall The Long House, 11 Church Street, Little Shelford, CB22 5HG	**Tue 28 Jan**	3.30pm - 7.30pm
Grantchester Village Hall Vicarage Drive, Grantchester, Cambridge, CB3 9NG	**Wed 29 Jan**	4pm - 8pm
Stapleford Jubilee Pavilion Stapleford Recreation Ground, off Haverhill Road, Stapleford, CB22 5BX	**Thur 30 Jan**	1pm - 5pm

How to have your say

For more information on our proposals, visit: **www.networkrail.co.uk/cambridge-south-station** or email us at: **cambridgesouth@networkrail.co.uk**

You can share your views by attending one of our consultation events, emailing us or filling in our online survey (available from 20 January) at the website shown above.

You can also call Network Rail's National Helpline on **03457 11 41 41** or follow us **@networkrailLST**



Business Reply Plus
Licence Number
RTLZ-LUJH-KXHU

2

Network Rail Ltd
167-169 Westbourne Terrace
LONDON
W2 6JX

How to have your say

We are seeking your views on the proposals now so that your feedback can be taken into account as the scheme develops.

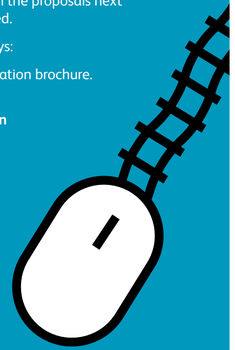
There will be further opportunities to comment on the proposals next year; and also once the TWAO has been submitted.

You can submit your feedback in a number of ways:

Fill out the questionnaire attached to this consultation brochure.

Fill out the online survey at:
www.networkrail.co.uk/cambridge-south-station

Email: **cambridgesouth@networkrail.co.uk**



The consultation closes on 2 March 2020.

NetworkRail

Public consultation

Cambridge South: a new station in the south of Cambridge

Round One consultation starts 20 January 2020
and closes on 2 March 2020.

WM038624 Cambridge South Consultation Booklet.indd 1-4

17/12/2019 15:29

Network Rail is developing plans for a new station in the vicinity of the Cambridge Biomedical Campus to improve connectivity in Cambridgeshire.

This brochure is designed to give you:

- An overview of the benefits of the Project;
- Details on how to find out more about the Project; and
- An opportunity to comment on the options presented.

Background

Cambridge City Council is delivering 14,000 new homes between 2011 and 2031. The Cambridge Local Plan 2018 identifies the Cambridge Biomedical Campus (including Addenbrooke's Hospital) and the Cambridge Southern Fringe as an area of major change in Cambridge.

The Royal Papworth Hospital relocated to the Cambridge Biomedical Campus in 2019 and AstraZeneca's new global HQ and strategic Research and Development centre will open in 2020.

The Cambridge Biomedical Campus is an internationally significant health and life sciences cluster and is expected to accommodate 27,000 jobs by 2031.

The Cambridge Southern Fringe is a proposed new neighbourhood and targeted for substantial growth in housing; over 2,700 new homes are now occupied. This urban growth is needed to meet the high demand for housing and support the local economy.

Proposed location of a new station south of Cambridge

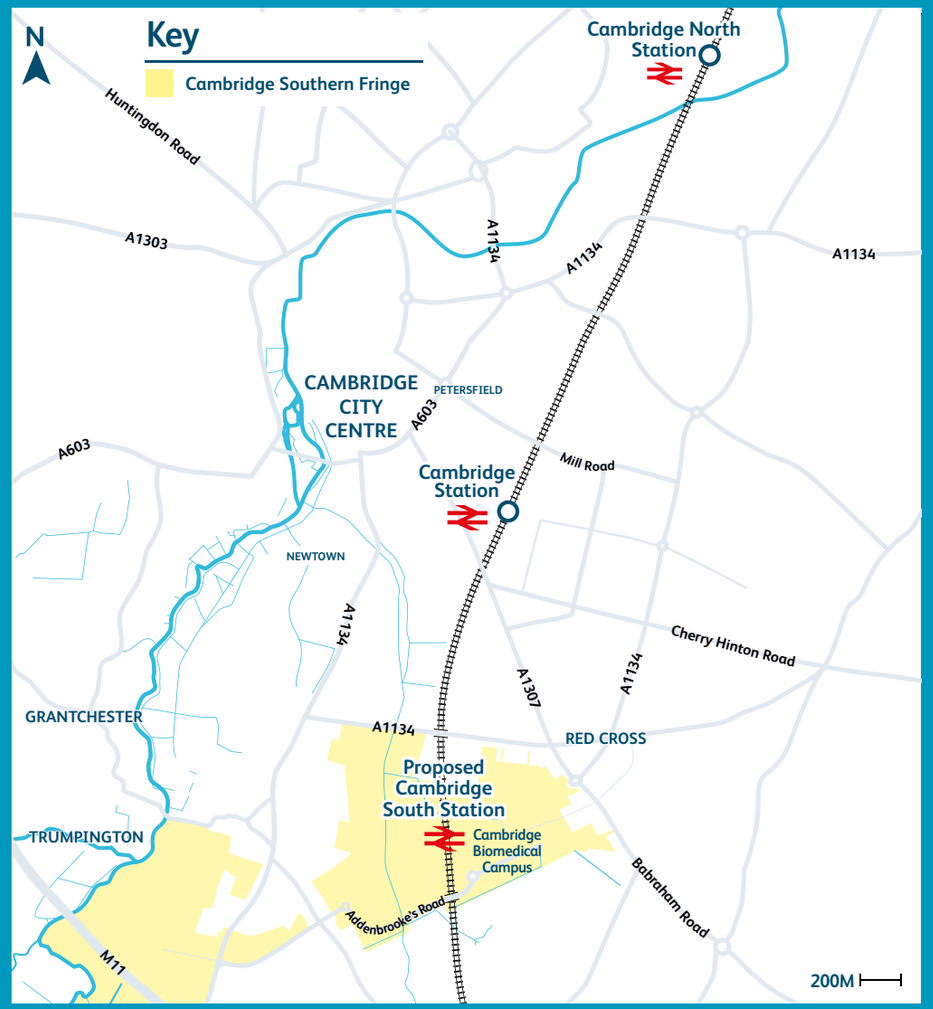
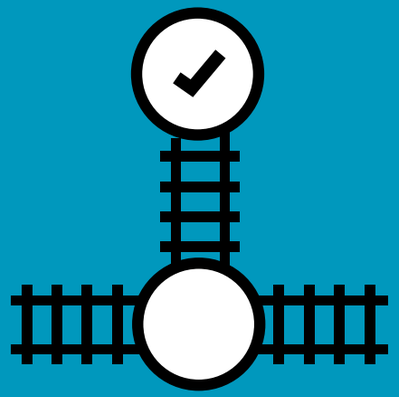


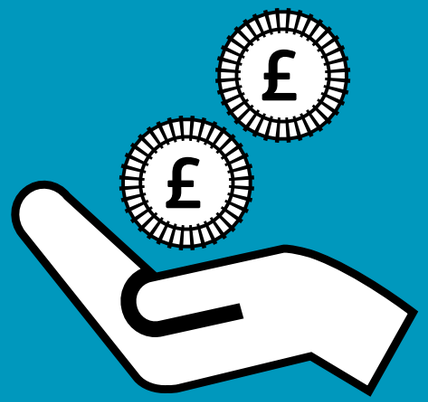
Image for illustrative purposes only.

The need

The new station would improve access to the rail network for staff, patients and visitors to Addenbrooke's and Royal Papworth hospitals, and meet new and future demand from housing opportunities throughout the Cambridge Southern Fringe.

Improving rail access to the area would also serve the growth of the Cambridge Biomedical Campus and is vital in helping it stay both nationally and globally competitive by attracting skilled workers from a wide catchment area.





The benefits

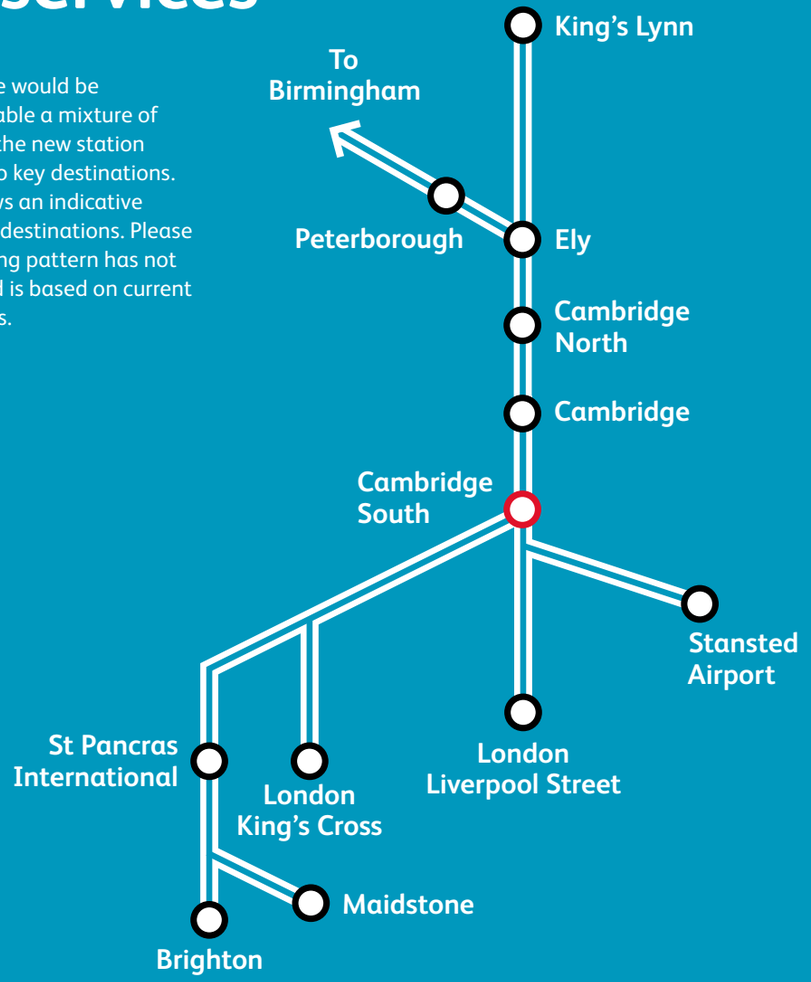
The new station would connect Addenbrooke's and Royal Papworth hospitals and the Cambridge Biomedical Campus to potential destinations such as central London, London Stansted Airport, Ely, Birmingham and Europe.

The station would also promote access to a growing area of high quality employment.

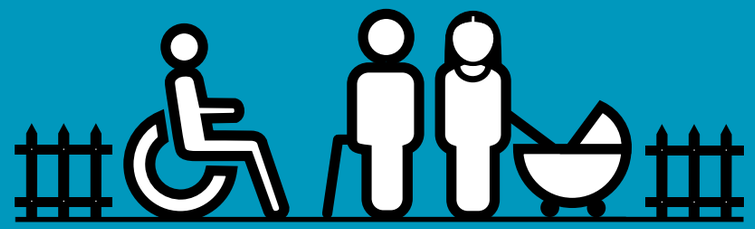
The station could also help relieve congestion in the local area and support the development of environmentally sustainable transport in Cambridge.

Train services

New infrastructure would be constructed to enable a mixture of services to call at the new station providing access to key destinations. This diagram shows an indicative selection of these destinations. Please note that the calling pattern has not been finalised and is based on current franchised services.

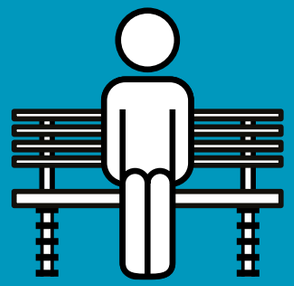


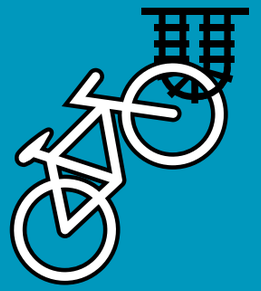
The station



The station would have:

- Four platforms with step-free access via a footbridge and lifts;
- Platforms with seating and a shelter for waiting passengers;
- A ticket office and ticket machines, along with automatic ticket gates;
- Taxi and passenger drop off facilities:
- Facilities such as a retail/catering unit, a waiting room and toilets;
- Blue badge parking; and
- Cycle parking.





Station location options

Network Rail is looking at three options for the location of the new station to the south of Cambridge.

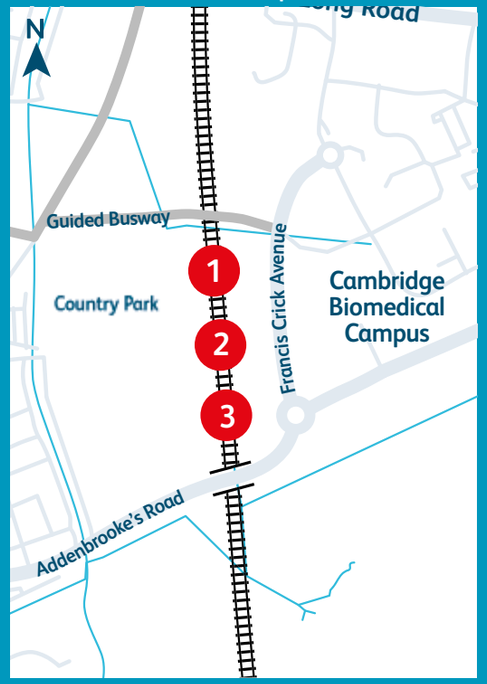
Option 1: Northern station location

Option 2: Central station location

Option 3: Southern station location

The options are located between Addenbrooke's Bridge which carries the Guided Busway to the north and the bridge carrying Addenbrooke's Road (Nine Wells Bridge) to the south.

Plan of station location options



1 Northern station location

2 Central station location

3 Southern station location

Image for illustrative purposes only. Not to scale.

Option 1: Northern location – main works

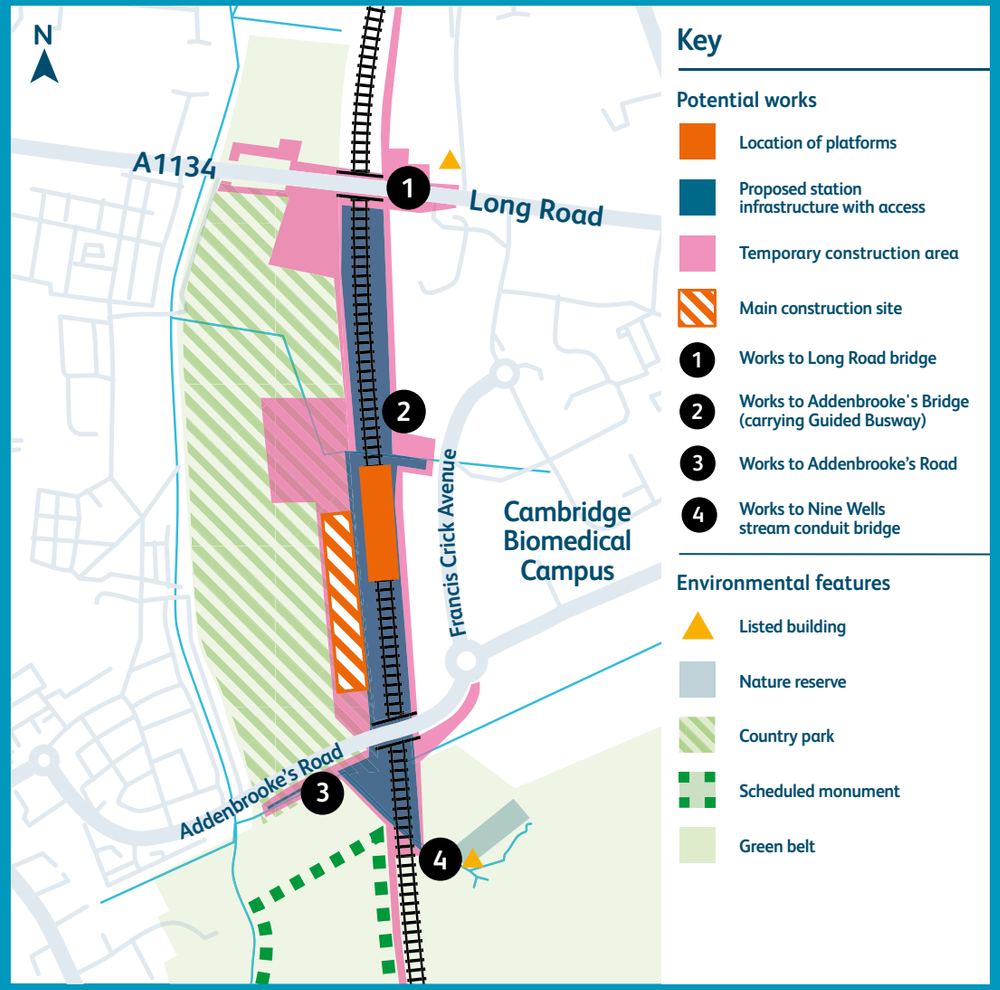


Image for illustrative purposes only. Not to scale.

Option 1: Northern location – potential access

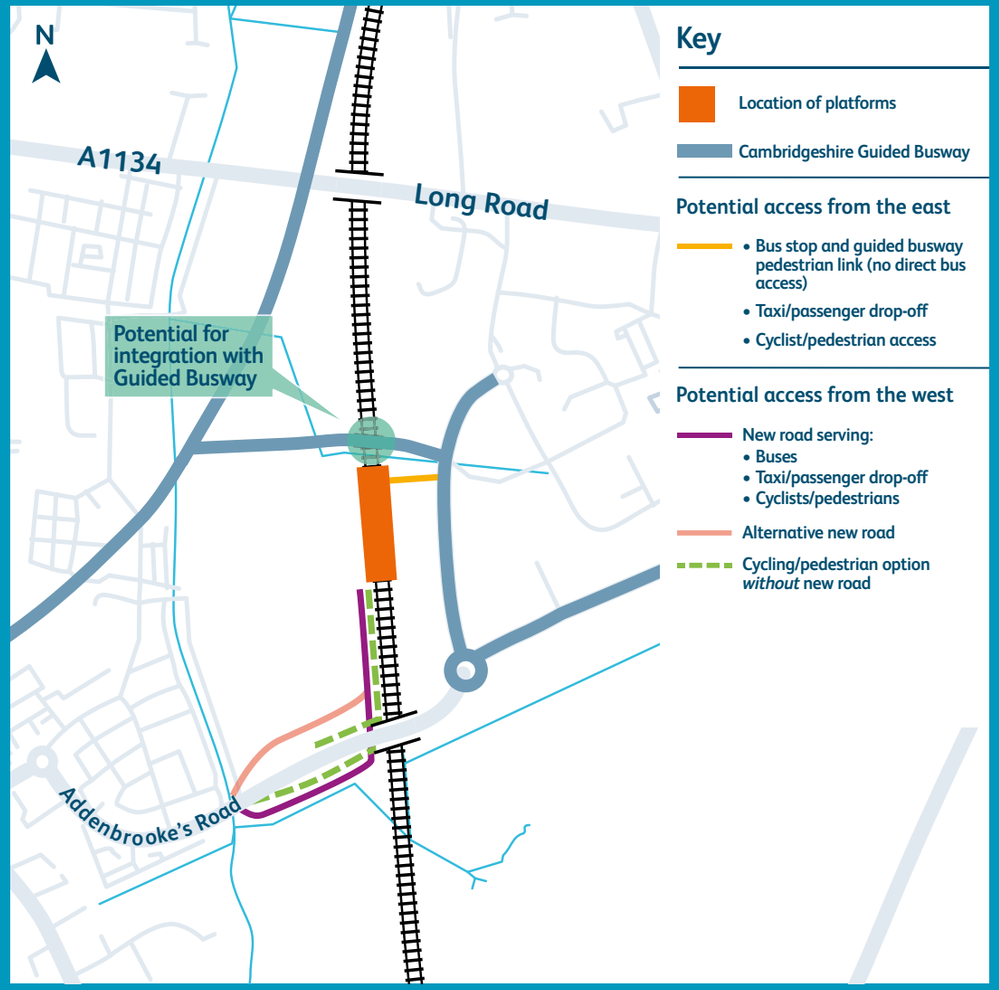


Image for illustrative purposes only. Not to scale.

Option 2: Central location - main works

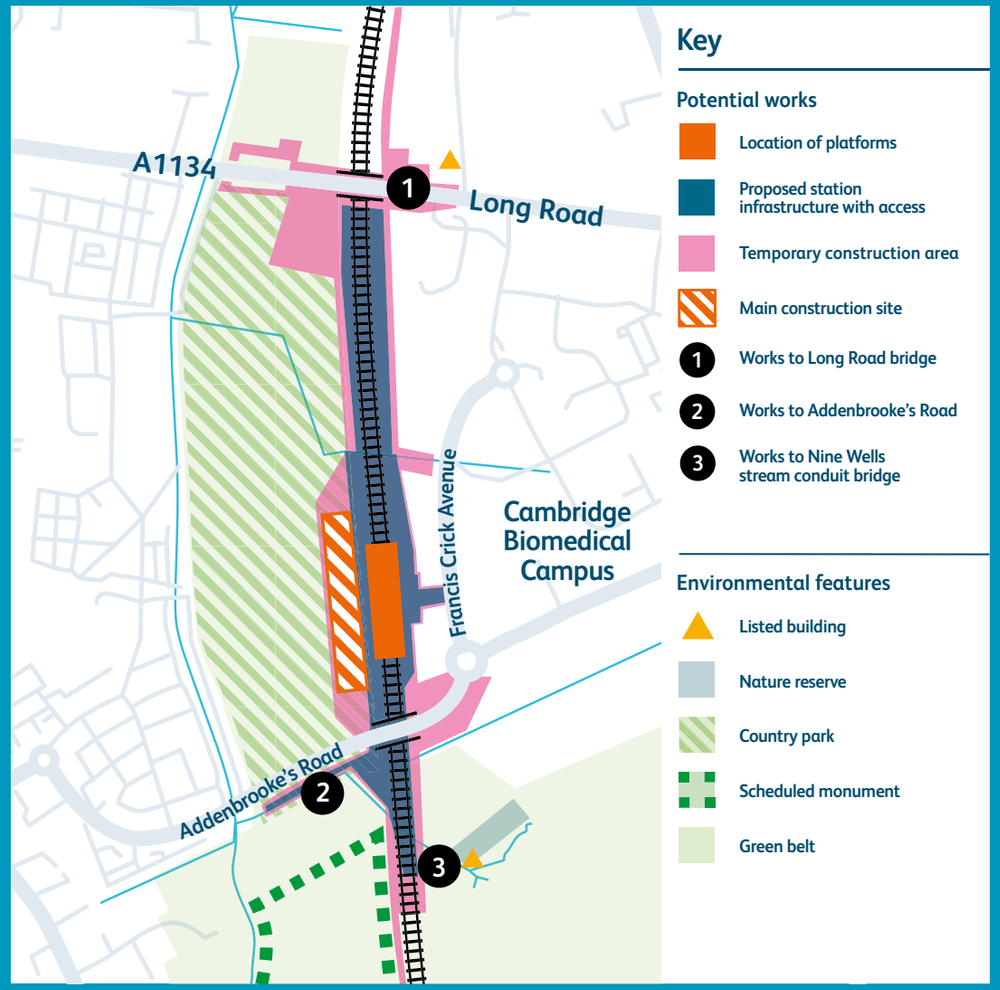


Image for illustrative purposes only. Not to scale.

Option 2: Central location – potential access

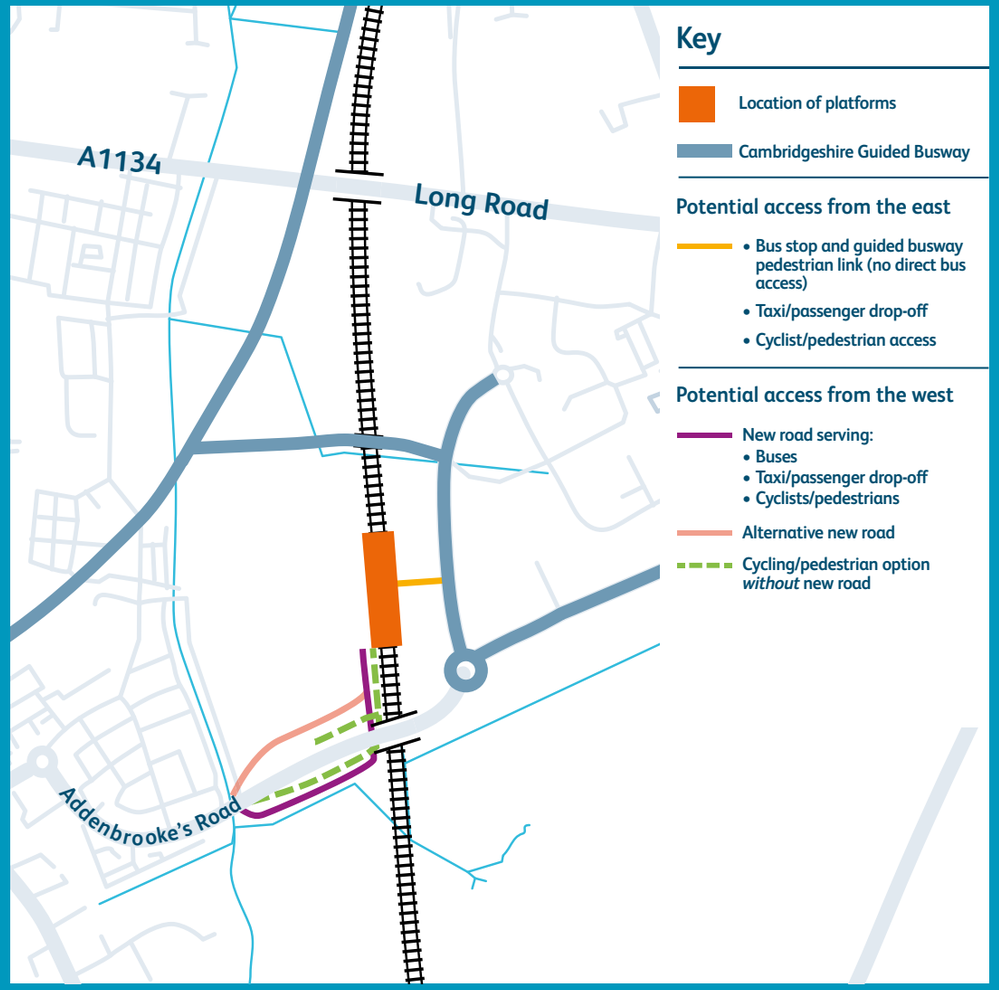


Image for illustrative purposes only. Not to scale.

Option 3: Southern location - main works

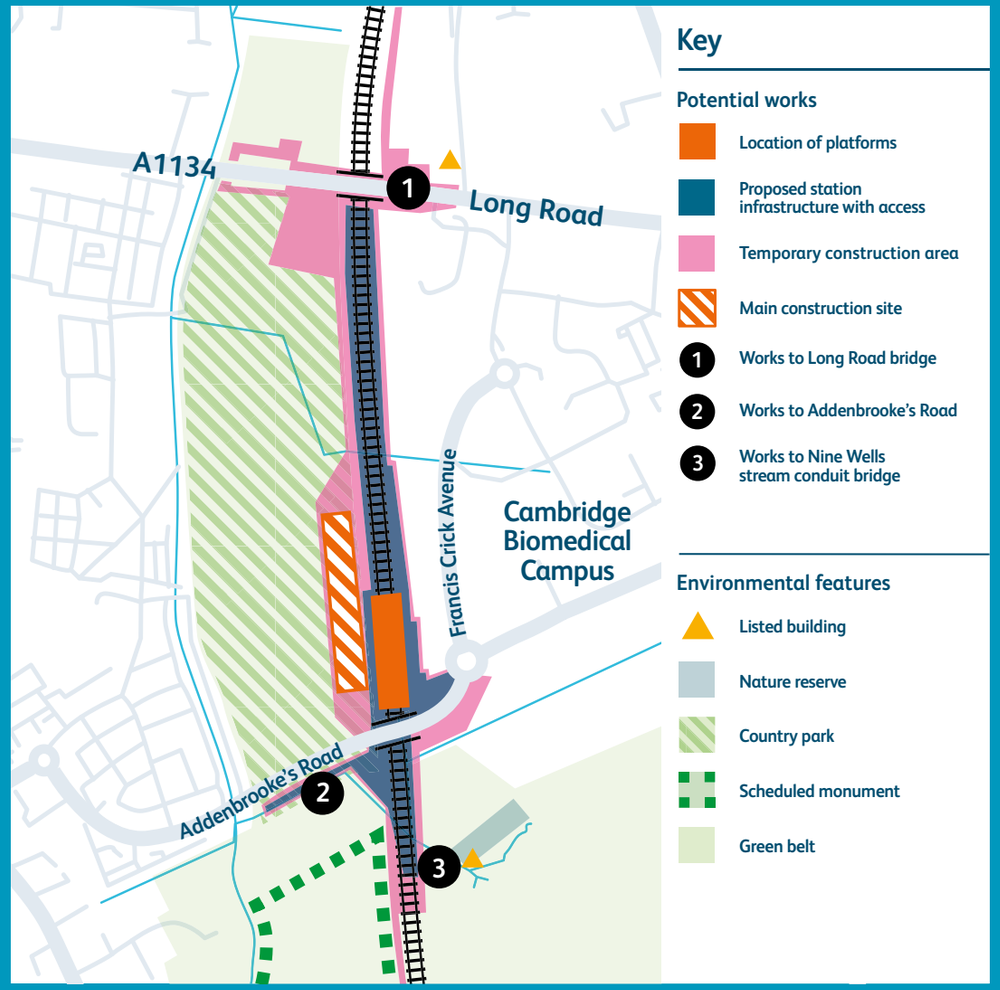


Image for illustrative purposes only. Not to scale.

Option 3: Southern location – potential access

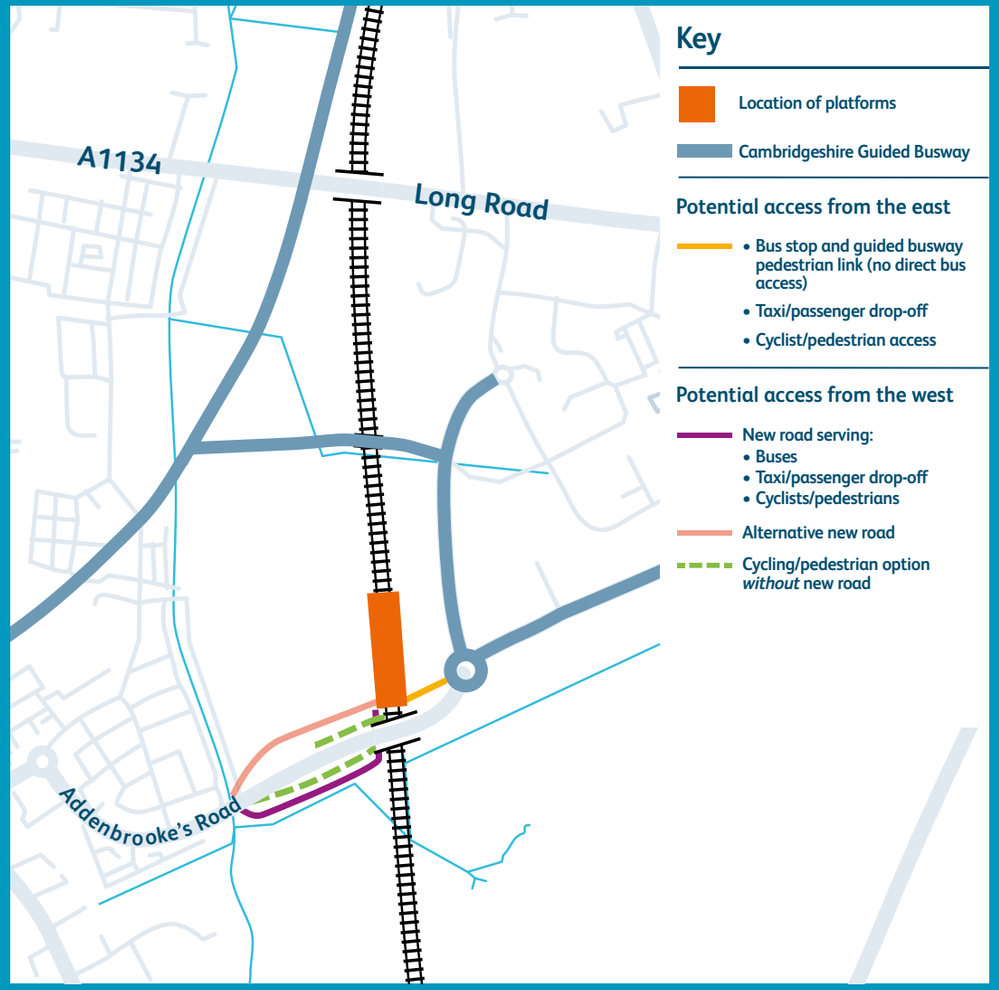


Image for illustrative purposes only. Not to scale.

Construction

The main construction works would involve:

- construction of a station concourse, platforms, footbridge and access;
- a proposed temporary main construction compound located to the west of the station site;
- smaller construction compounds; and
- works to track and bridges.

The use of the local road network would be used to transport construction materials however, transport via the existing railway is also being considered.

Code of Construction Practice

To reduce the effects of construction on communities and the environment a Code of Construction Practice would be prepared. This would set out how construction impacts during construction would be monitored, controlled and managed.

Transport and Works Act Order (TWAO)

The proposals require approval under the Transport and Works Act 1992 to build, operate and maintain the new station. Should the project progress to the next stage, Network Rail plans to submit a draft TWAO in 2021 for approval by the Secretary of State.

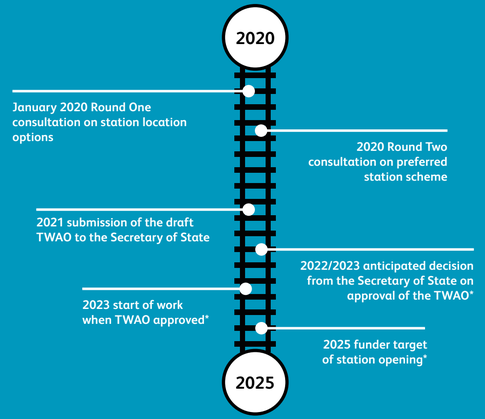
We are seeking your views on the proposals now so that your feedback can be taken into account as the scheme develops.

There would be further opportunities to comment on the proposals; and also once the draft TWAO has been submitted.

The Environment

We would carry out an Environmental Impact Assessment which will look at the likely effects of the proposals on the natural and physical environment and the relationship of people with that environment. It will include measures to avoid, reduce or mitigate potential significant impacts. The assessment will be reported in an Environmental Statement which will be submitted with the draft TWAO.

Proposed project timeline



Timescales are indicative and dependent on approvals. *Subject to funding

Fill out the form below, fold in half and glue together, then send back to us no stamp required.

1) Do you support a new station in the south of Cambridge?

[ ] Strongly support [ ] Support [ ] Undecided [ ] Do not support [ ] Strongly do not support

Please give a reason for your choice

Station location options

2) Which of the three options for the station location do you prefer?

[ ] Option 1: Northern station location
[ ] Option 2: Central station location
[ ] Option 3: Southern station location

3) Why do you prefer this location?

4) What do you think about the access proposals for your preferred location?

General

5) Do you have any further comments on the proposals?

Privacy notice

The information will be collected and held solely by Network Rail in accordance with the requirements of the General Data Protection Regulations. The information you provide will be used to help the decision-making in this scheme.

We may share your information with our consultants. We will not publish your personal details but may publish your response with personal details removed. If you have consented to be added to our consultation mailing list, we may send you details of the consultation results and information about other consultations. You retain the right to opt out of the mailing list at all times. We will not sell your personal details or pass them to any other organisation except those directly involved in compiling and analysing the consultation responses.

Your details

Name:

Postcode (to identify concerns/opportunities by location):

Email address:

You can find further details of how Network Rail holds and uses personal data at www.networkrail.co.uk/privacy-notice/

Would you like to be added to our mailing list? [ ] Yes [ ] No

Are you happy for Network Rail to contact you via email to find out more about your views? [ ] Yes [ ] No

A NEW STATION IN THE SOUTH OF CAMBRIDGE

WM038624 Cambridge South Consultation Booklet.indd 17-20 17/12/2019 15:29

NetworkRail

A new station in the south of Cambridge

Round One Consultation

Stakeholder Information Pack

[Page left intentionally blank]

CONTENTS

Section Page

1. A new station in the south of Cambridge 2
2. Approach to consultation 3
3. Need for a station and Scheme benefits 5
4. Project description 6
5. Train services 9
6. Construction 10
7. Consenting process 11
8. Environmental Impact Assessment 12
9. Temporary and permanent land requirements 13
10. Consultation 14

Figures Page

Figure 2.1 Consultation process 3
Figure 4.1 Proposed location of a new station in the south of Cambridge 7
Figure 4.2 Station location options 8
Figure 5.1 Train services 9

Table Page

Table 10.1 Round One Consultation events 14

Appendix A

1. A new station in the south of Cambridge

1.1 Network Rail has been working with the Greater Cambridge Partnership, AstraZeneca UK and the Cambridgeshire and Peterborough Combined Authority on a proposed station to the south of Cambridge ('the Scheme').

1.2 The station would have four platforms with step-free access via a footbridge and lifts and additional railway lines required to serve all the platforms.

1.3 The aspiration is for the station to be located between Addenbrooke's Bridge which carries the guided busway and Nine Wells Bridge which carries Addenbrooke's Road, in the vicinity of the Cambridge Biomedical Campus (CBC). The station location is to be determined and is the subject of this consultation.

1.4 Three potential locations for the new station have been identified together with access for pedestrians, cyclists and vehicles. A first formal round of consultation will commence in January 2020 for statutory stakeholders and the public to give their views on the location options and access considerations.

1.5 Network Rail will prepare an application for a Transport and Works Act Order (TWAO) for powers to build, operate and maintain a new station, track and railway infrastructure and associated apparatus under the Transport and Works Act 1992.

1.6 The purpose of this document is to provide an overview of the emerging development proposals to enable statutory stakeholders to give their views on the station location and access considerations. This document also describes Network Rail's plan and programme for statutory consultation.

1.7 This will be the start of ongoing consultation on the proposals, up to, and after submission of the application for the TWAO. The Project team will review feedback from all consultees and the feedback will form the Scheme's development. A report summarising the consultation undertaken will be submitted in support of the TWAO application and will be available for review once the application has been submitted.

2. Approach to consultation

2.1 Consultation forms an integral part of Network Rail's approach to project development. Early stakeholder engagement on the proposals is essential to ensure all views are taken into consideration as the Scheme develops. The Project team has developed a comprehensive programme of consultation with both statutory consultees and wider stakeholders. These wider stakeholders have been termed 'community consultees' and include local Members of Parliament, local councillors, businesses, access groups, members of the local community and the wider public.

2.2 Two formal rounds of consultation will be held. Each consultation round will be a formal period where key information will be provided to statutory consultees and events held for community consultees to attend, view materials and speak to the Project team. A campaign to publicise the consultation period, events and how to feed back views will be undertaken; this will involve press releases, adverts in local newspapers, door drops to residents and businesses within the consultation zone, leafleting in stations and social media activities. The intention is to build a close working relationship with all stakeholders. Consultation will not be limited to formal consultation rounds; it will be ongoing with site visits, meetings and presentations.

2.3 Figure 2.1 summarises the consultation process. This comprises early and targeted engagement and consultation with selected consultees.

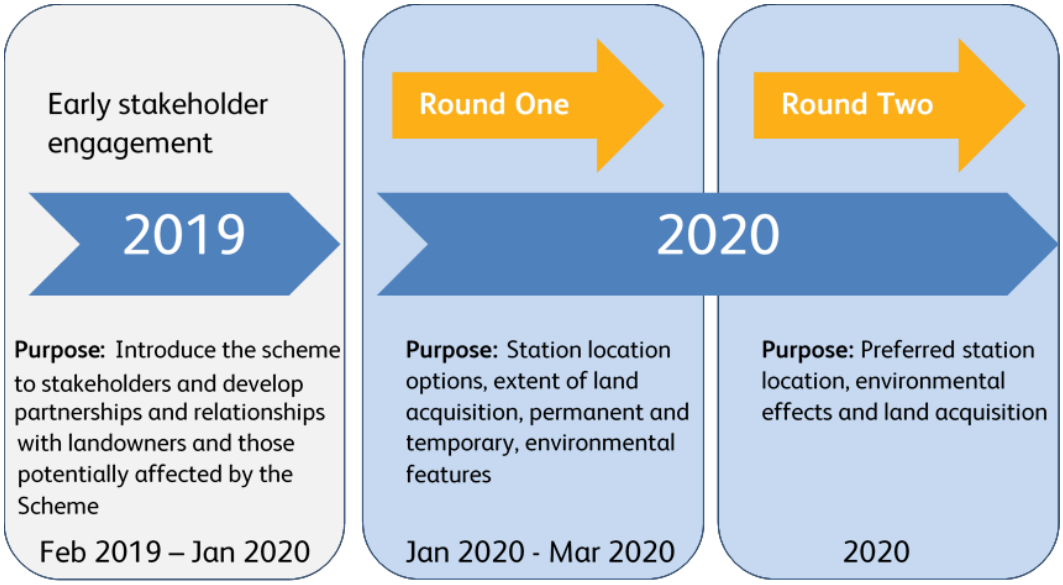


Figure 2.1 Consultation process

Round One Consultation: January 2020 – March 2020

2.4 The scope of Round One consultation will include three potential station locations and associated access considerations. See Section 4 for more details.

2.5 Following the Round One Consultation and engagement with statutory stakeholders and landowners, Network Rail will review the feedback and comments, select and develop further scheme details based on a station location.

Round Two Consultation: 2020

2.6 Round Two consultation will focus on scheme details such as:

- the architectural form of the station;
- construction elements such as location of compounds, construction routes and diversions;
- preliminary environmental effects; and
- the operational scheme.

2.7 A high-level summary of the feedback received from Round One Consultation will be included in the Round Two Consultation Stakeholder Information Pack and explain why the preferred station location has been selected.

Consultation with landowners

2.8 Stakeholders with land interests that could potentially be affected by the Scheme are key to the Scheme. The Scheme will require some private land to be acquired; some land will be required temporarily for construction purposes and some will be required permanently. Those with any interest in land needed for the Scheme are being identified and consultation with these groups and individuals will form an integral part of Scheme development. Those owners will also be notified and will have the ability to object as part of the TWAO application process.

3. Need for a station and Scheme benefits

3.1 Cambridge is one of the UK's most successful and fastest growing cities. The Cambridge Local Plan 2018 [1] identifies the Cambridge Biomedical Campus (CBC), an internationally significant health and life sciences cluster, and the Cambridge Southern Fringe as two of eight areas of major change in Cambridge.

3.2 The CBC is expected to house the largest concentration of biomedical expertise in Europe, accommodating 27,000 jobs by 2031. In 2019, the Royal Papworth Hospital relocated to the CBC and AstraZeneca's new strategic research and development centre will become operational in 2020. Over the next four years, 3750 new jobs are expected to be created.

3.3 It is envisaged that by 2031 new housing developments across the Cambridge Southern Fringe comprising an estimated 4000 new homes shall be constructed. This urban growth is needed to meet the high demand for housing and support the local economy however future development is also expected to place significant pressures on the railway system which is already running at full capacity.

Scheme benefits

3.4 The new station in the south of Cambridge will:

- provide convenient and sustainable access by rail for staff, patients and visitors to Addenbrooke's and the Royal Papworth Hospitals;
- provide access to destinations such as central London, London Stansted Airport, Ely, Birmingham and Europe;
- help relieve congestion in the local area and support the development of environmentally sustainable transport in Cambridge; and
- improve transport access to the CBC to help the businesses grow and remain both nationally and globally competitive; by attracting skilled workers from a wide catchment area.

[1] https://www.cambridge.gov.uk/media/6890/local-plan-2018.pdf

4. Project description

Background information

4.1 Cambridge is geographically located at a confluence of several strategically significant rail routes. Running south from Cambridge Station, services connect the city to London by the West Anglia Mainline (WAML) to London Liverpool Street, and the East Coast Mainline (ECML) to London Kings Cross via Shepreth Junction. Since 2018, Thameslink route services connect Cambridge across Central London to Maidstone East, and to Brighton via Gatwick Airport. To the north of the station, services continue to the Midlands and beyond, and to Norwich and Ipswich via the Cross Country corridor.

4.2 The WAML runs between London Liverpool Street and Kings Lynn and is formed of a two-track railway through to Ely where the line becomes a mixture of single and double track sections through to Kings Lynn. The route carries busy commuter and leisure traffic from London Stansted Airport and Cambridge into London Liverpool Street, as well as serving high tech industries within Greater Cambridge and through to Peterborough.

4.3 The Cross Country corridor (via Ely) supports a nationally important freight route between the Port of Felixstowe and other regions such as the Midlands, Yorkshire and Scotland alongside busy inter-regional passenger services. The route includes the Felixstowe to Nuneaton route in terms of freight and Ipswich/Norwich to Cambridge/Peterborough via Ely passenger services.

4.4 The ECML contains a mixture of Long-Distance High Speed services, regional services and freight. For Cambridgeshire, it is an important route for commuter and leisure traffic for services from Kings Lynn through to Cambridge and onwards to London Kings Cross. These routes provide local, regional, and national connectivity to Cambridge's dynamic and growing economy.

The station south of Cambridge

4.5 It is proposed that the new station will comprise:

- four platforms with step-free access via a footbridge and lifts;
- platforms with seating and shelter for waiting passengers;
- a ticket office and ticket machines, along with automatic ticket gates;
- taxi and passenger drop off areas;
- facilities such as a retail/catering unit, a waiting room and toilets;
- blue badge parking; and
- cycle parking.

4.6 Due to the surrounding rail network being at capacity, the current proposal is to provide additional railway lines required to serve all of the platforms. This would include expanding the current two and three track sections to four tracks north and south of the new station. The Scheme will also include:

- the provision of overhead line electrification (OLE) and supporting infrastructure such as substations;
- the provision of new signalling and associated cabling;
- the provision of new telecommunications facilities and associated cabling;
- the refurbishment and reconstruction of existing culverts and track drainage; and
- the additional elements to ensure the Scheme is built and operated in a safe, efficient manner, such as fencing, lighting, electrical connections, pedestrian/vehicle access.

Station location

4.7 The proposed station is approximately two miles from Cambridge Station on the WAML (see Figure 4.1). It will be located to the west of the CBC, Addenbrooke's and Royal Papworth hospitals and the planned growth area and to the east of the village of Trumpington and Hobson's Park which is designated as Green Belt.

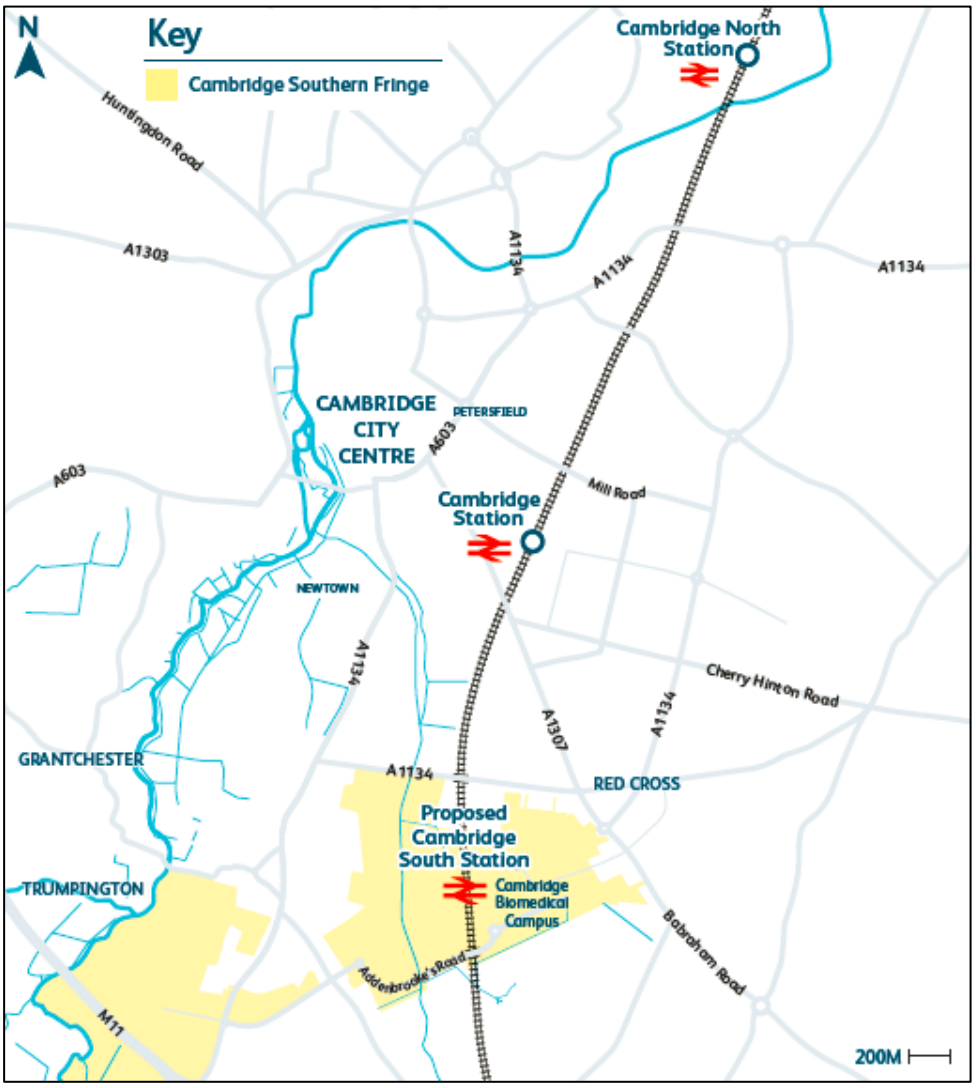


Figure 4.1 Proposed location of a new station in the south of Cambridge

4.8 The Scheme, as proposed, will require the temporary use of a small portion of Hobson's Park for a work site, and the permanent acquisition of a small part of the Park for an

access route and for station and rail infrastructure. Network Rail understands Hobson's Park is an important community asset and is designated as Green Belt. Any temporary works on the green belt will be subject to a restoration scheme in agreement with stakeholders and Network Rail will mitigate the impact on Hobson's Park and the Green Belt as far as is reasonably possible.

Station location options

4.9 Aspirations are for the station to be located between Addenbrooke's Bridge which carries the guided busway and Nine Wells Bridge which carries Addenbrooke's Road.

4.10 Network Rail is consulting on three station locations (see Figure 4.2):

- Option 1: Northern location;
- Option 2: Central location; and
- Option 3: Southern location.

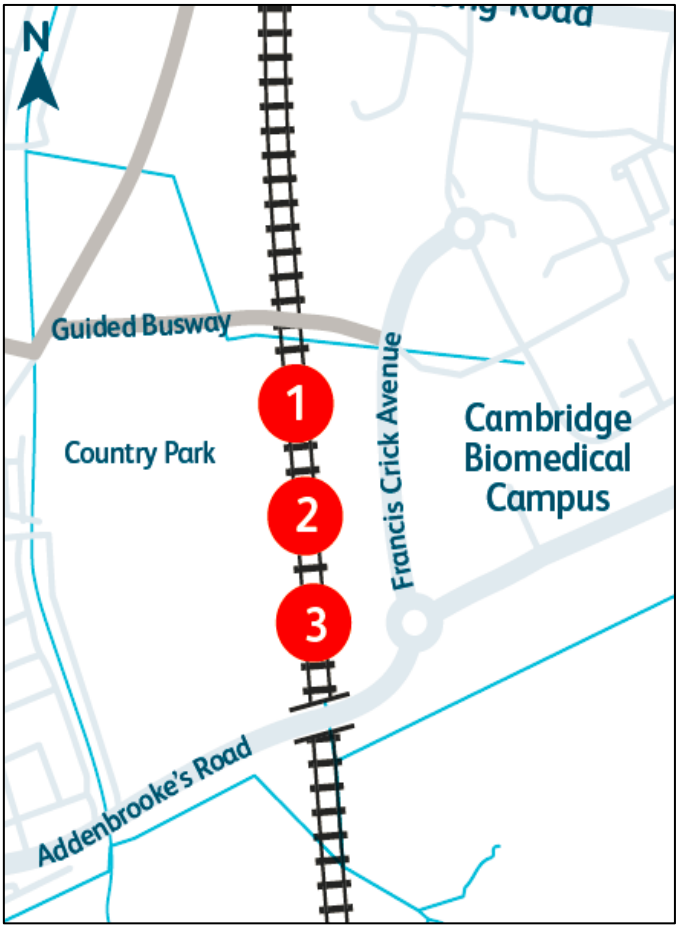


Figure 4.2 Station location options

4.11 The figures in Appendix A show indicative station layouts at each potential location and the potential accessibility of the options for cyclists, pedestrians and vehicles. Each option shows the preliminary permanent and temporary land requirements for the station platforms, concourse and main station area and the main land requirements that could be required for vehicles.

5. Train services

5.1 New infrastructure would be constructed to enable a mixture of services to call at the new station providing access to key destinations. Figure 5.1 shows an indicative selection of these destinations; please note that the calling pattern has not been finalised. Only places served by services that may call at the new station are depicted.

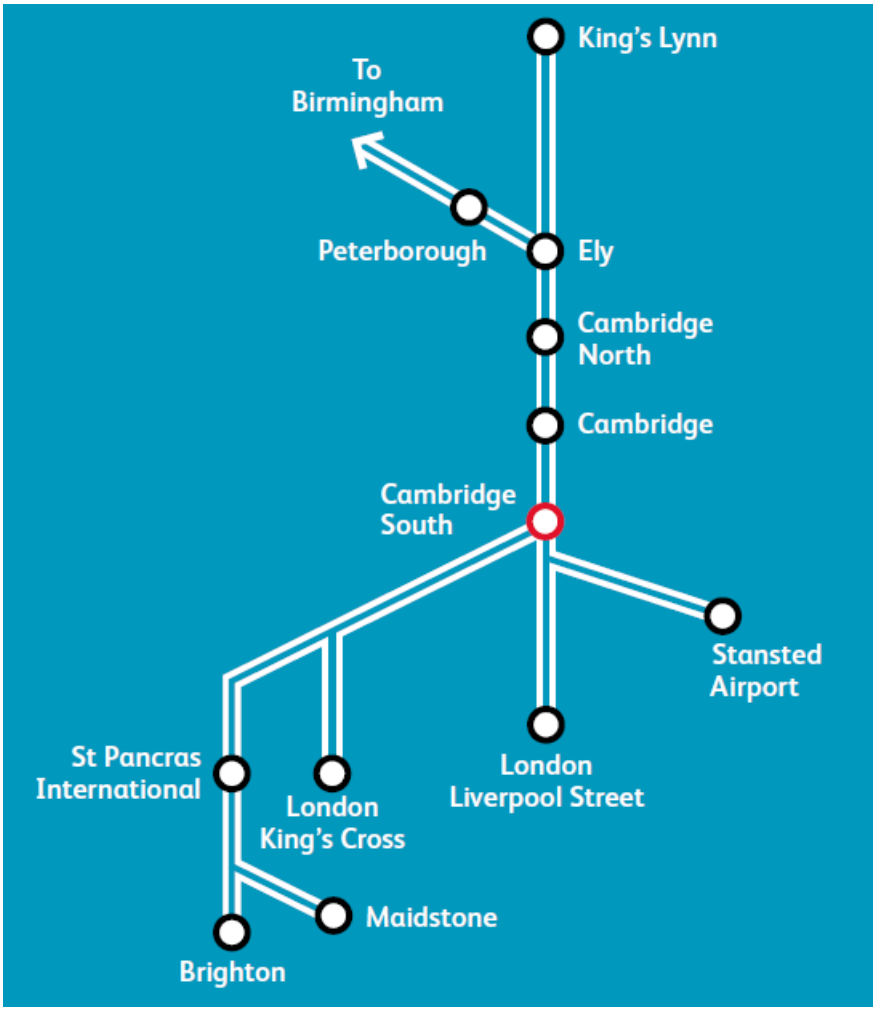


Figure 5.1 Train services

6. Construction

6.1 The Project team is investigating how each option could be constructed. A main temporary construction compound is proposed to the west of the railway and several smaller construction compound locations are being investigated; these locations will depend on the construction methodology.

6.2 The main construction works will involve:

- construction of the main station building, concourse and platforms;
- construction of stairs, connecting footbridge and lifts;
- installation of additional tracks;
- provision of associated railway infrastructure;
- earthworks to include stabilisation;
- new works to existing bridges;
- interface with existing structures; and
- alterations to/ or repairs of existing drainage, e.g. diverting a drain under Nine Wells Stream Conduit Bridge.

6.3 Reconstruction of the following existing bridge structures may be required, depending on the preferred station location option and operational requirements:

- Addenbrooke's Bridge which carries the guided busway (on Option 1 only);
- Nine Wells Bridge which carries Addenbrooke's Road; and
- Long Road Bridge which carries the A1134 Long Road.

6.4 There are several utility services that could be affected by the Scheme and may require diversion as part of the construction phase. Where possible, those utility services located within existing roads will be diverted under traffic management. In the event there is insufficient space to undertake the required works and provide the necessary road space for traffic, temporary road closures and diversions will be proposed.

6.5 All works proposed in relation to the public highway will be agreed with Cambridgeshire County Council which is the local highway authority and undertaken under a specific traffic management scheme. All utility service works will be designed and planned in consultation with the statutory undertakers responsible for the services.

6.6 To reduce the effects of construction on communities and the environment Network Rail will prepare a Code of Construction Practice. This will set out how construction impacts during construction will be monitored, controlled and managed.

6.7 It is envisaged that in order to construct this Scheme there may be up to 24 months of disruption to the railway in the form of blockades and night working. Network Rail will apply for blockades to permit work to be carried out on or near the line during periods such as Bank Holidays, Christmas and New Year.

7. Consenting process

7.1 Whilst some parts of the land required for the scheme fall within Network Rail's ownership, there are also areas in private ownership which will need to be temporarily or permanently acquired to deliver the Project. Therefore, Network Rail will require powers under a TWAO to acquire land and rights over land compulsorily as well as powers to construct, operate and maintain the station, track and associated railway infrastructure.

7.2 These powers will include, but are not limited to:

- compulsory purchase of land and property which is required for the Scheme;
- the right to use land temporarily;
- provision for temporary alternative routes and permanent diversions;
- powers for making byelaws;
- powers to stop up or alter roads and level crossings permanently and temporarily;
- powers to divert any utilities; and
- amendments to other legislation.

7.3 As well as applying to the Secretary of State for a TWAO, Network Rail will also apply to the Secretary of State for a direction for deemed planning permission for the project. If you would like more information about the TWAO procedures, please see the below link to a brief guide on the process.

https://www.gov.uk/government/publications/transport-and-works-act-orders-a-brief-guide-2006/transport-and-works-act-orders-a-brief-guide.

8. Environmental Impact Assessment

8.1 Applications for Transport and Works Act Orders are made in accordance with the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 (the Applications Rules). Rule 7 requires the submission of an Environmental Statement (ES), for works that fall under Annex I or Annex II to the Environmental Impact Assessment (EIA) Directive (European Council Directive 2011/92/EU) (as amended). The Project will require an ES under Annex II.

The ES will describe the likely environmental effects resulting from the construction and operation of the proposed works. Where appropriate, the ES will identify measures intended to mitigate significant adverse effects and how such measures will be secured. The ES, along with all the other documents required to support the TWAO application, will be available for review once the TWAO application is submitted.

8.2 A request for a scoping opinion will be submitted to the Secretary of State for Transport in Spring 2020. This will set out how Network Rail propose to carry out the EIA and the topic areas that will be assessed. The draft document will be sent to relevant stakeholders for comment prior to formal submission.

9. Temporary and permanent land requirements

9.1 When the preferred Scheme is selected Network Rail will undertake a land referencing exercise to identify those with an interest in the land within the footprint of the Scheme in respect of which compulsory acquisition powers will be sought.

9.2 Where compulsory purchase powers are exercised affected parties will be eligible for compensation in accordance with the Statutory Compensation Code. Network Rail will seek to use compulsory purchase powers only after all reasonable practicable means to negotiate for their voluntary acquisition have been exhausted.

10. Consultation

10.1 The Applications Rules set out the procedure for submission of an application for a TWAO. Rule 10(2)(d) requires that Network Rail consult all those bodies identified in Schedules 5 and 6. Schedule 5 identifies the organisations that must be served with a copy of the application documents and Schedule 6 identifies those who must be notified that the application has been submitted.

10.2 The views of statutory and community stakeholders are important and will be taken into consideration as part of the development of the options and selection of the preferred Scheme during 2020.

10.3 This consultation is the start of one-on-one engagement with each statutory stakeholder and we hope that you will work with us over the coming months on the development of the Scheme.

10.4 As part of this Round One Consultation, Network Rail will be holding a series of public consultation events in the local area where members of the Project team will be available to answer questions and explain the proposals. Details of dates, times and venue locations are included in Table 10.1.

Table 10.1 Round One Consultation events

Location	Date	Time	Address
The University Centre	Monday 20 January 2020	4-8pm	Granta Place, Cambridge CB2 1RU
Long Road Sixth Form College	Tuesday 21 January 2020	5-9pm	Long Road, Cambridge CB2 8PX
Royal Papworth Hospital, The Atrium	Wednesday 22 January 2020	9-1pm	Papworth Road, Cambridge Biomedical Campus, Cambridge CB2 0AY
Netherhall School	Thursday 23 January 2020	4-8pm	Queen Edith's Way, Cambridge CB1 8NN
Trumpington Pavilion	Friday 24 January 2020	10-2pm	King George V Playing Field, Paget Road, Trumpington CB2 9JF
Shelford Rugby Club	Saturday 25 January 2020	10-2pm	The Davey Field, Cambridge Road, Great Shelford CB22 5JU

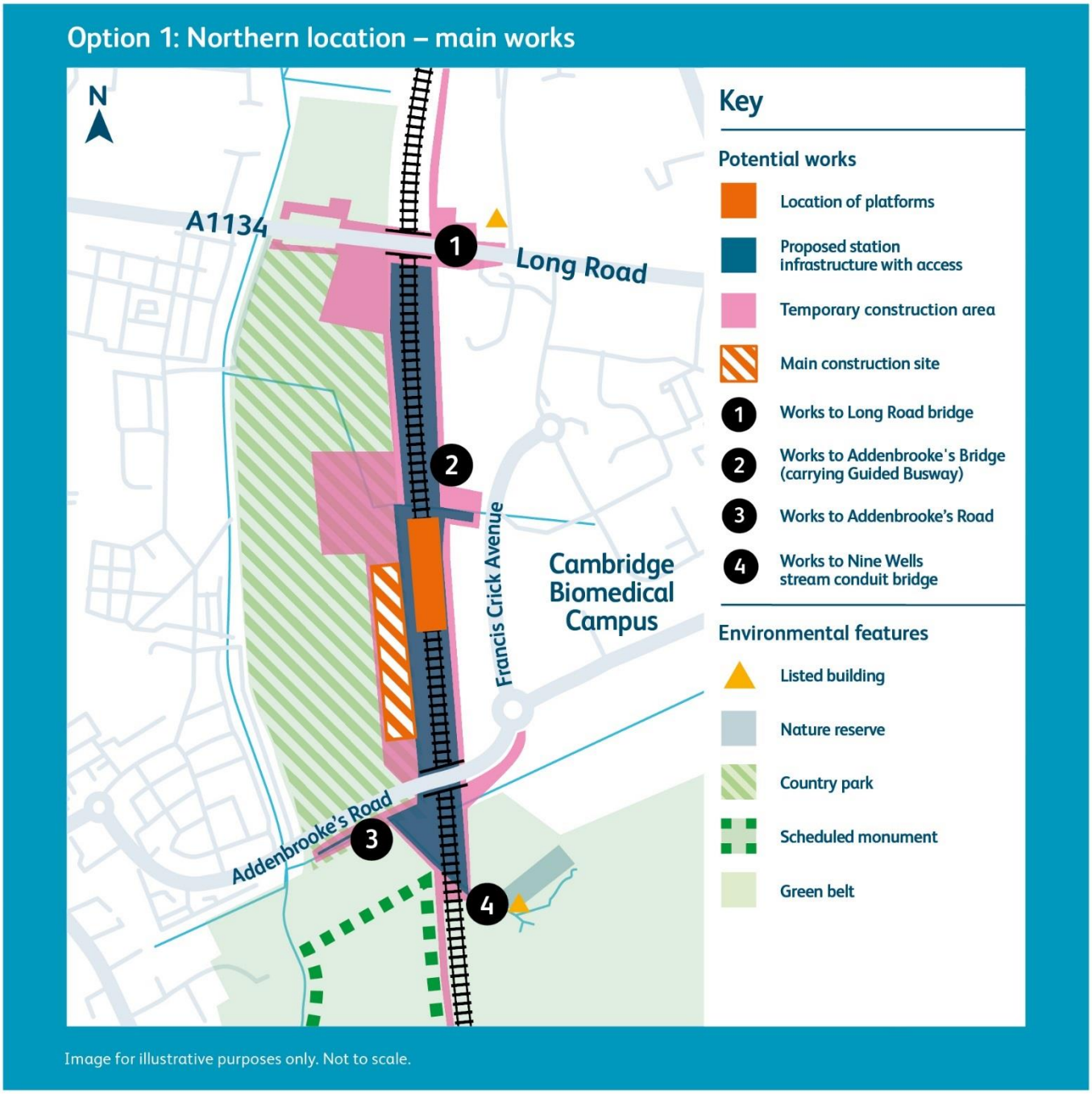
Location	Date	Time	Address
Little Shelford Memorial Hall	Tuesday 28 January 2020	3.30pm - 7.30pm	The Long House, 11 Church Street, Little Shelford CB22 5HG
Grantchester Village Hall	Wednesday 29 January 2020	4-8pm	Vicarage Drive, Grantchester CB3 9NG
Stapleford Jubilee Pavilion	Thursday 30 January 2020	1-5pm	Stapleford Recreation Ground, Off Haverhill Road, Stapleford CB22 5BX

10.5 We would appreciate your feedback on this Round One Consultation by midnight 2 March 2020. There are several ways to respond:

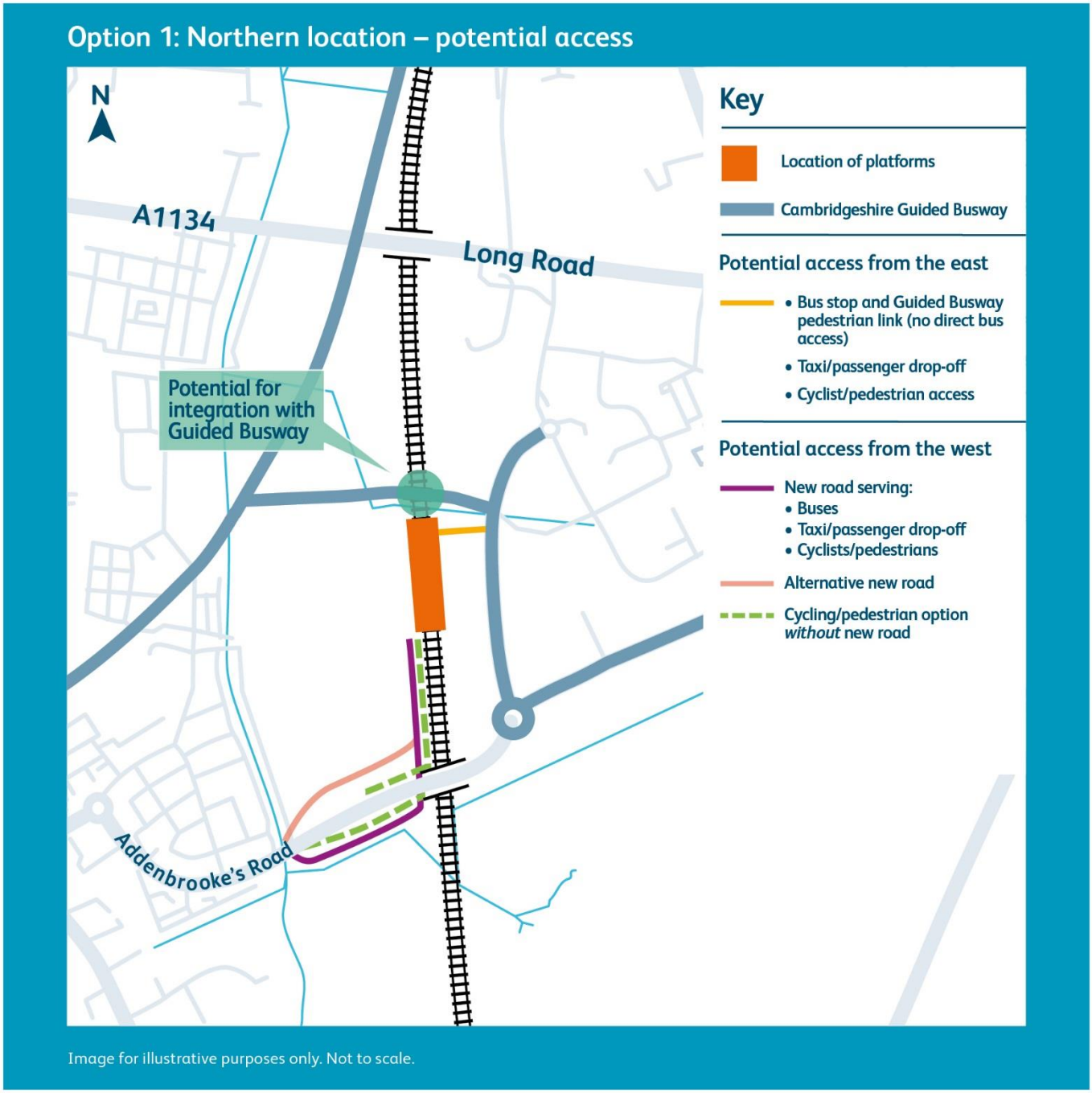
- By email: cambridgesouth@networkrail.co.uk
- By post: Network Rail, Enterprise House, 167-169 Westbourne Terrace, London, W2 6JX
- Online at: www.networkrail.co.uk/cambridge-south-station

Appendix A

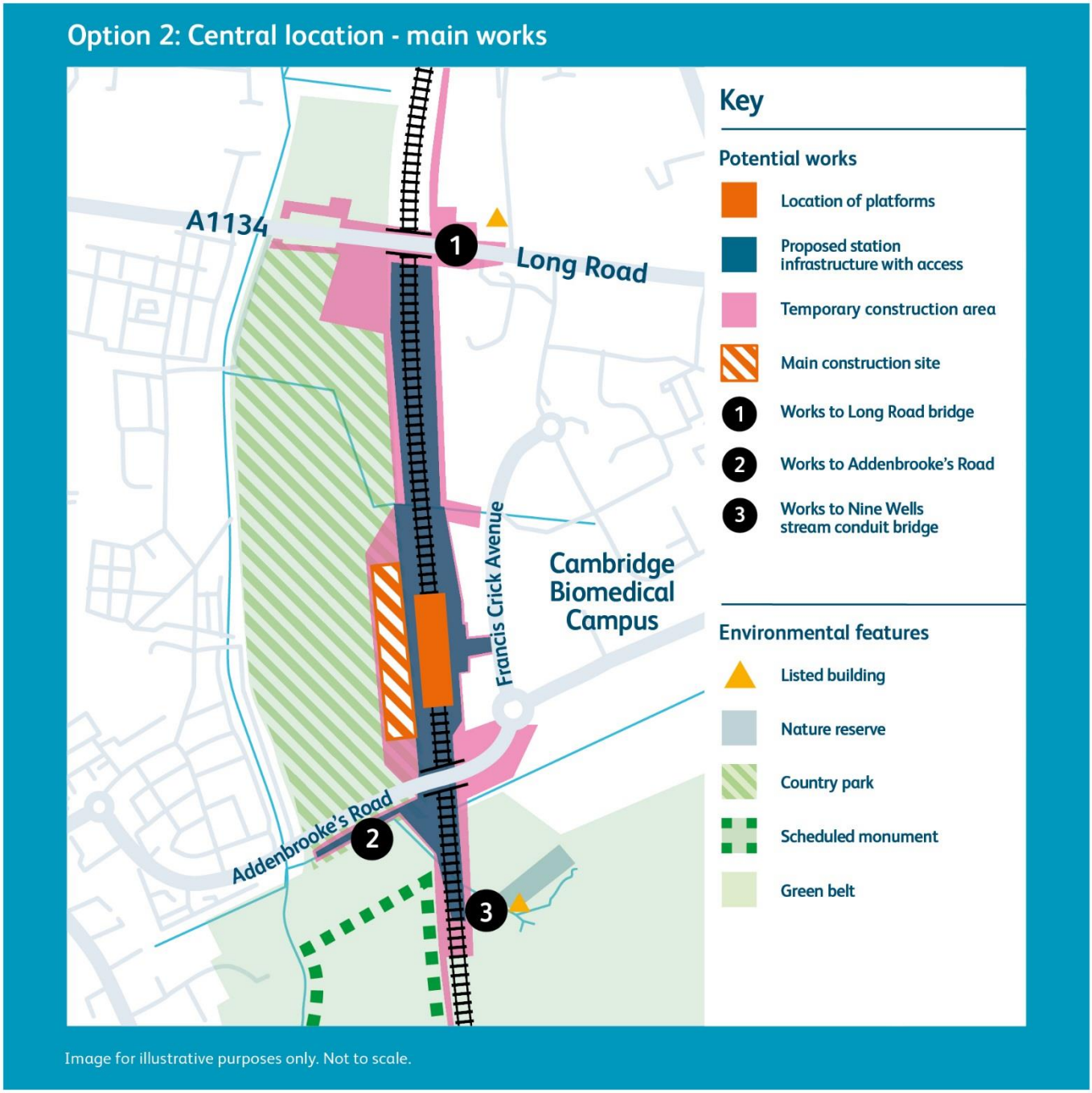
Option 1: Northern location – main works



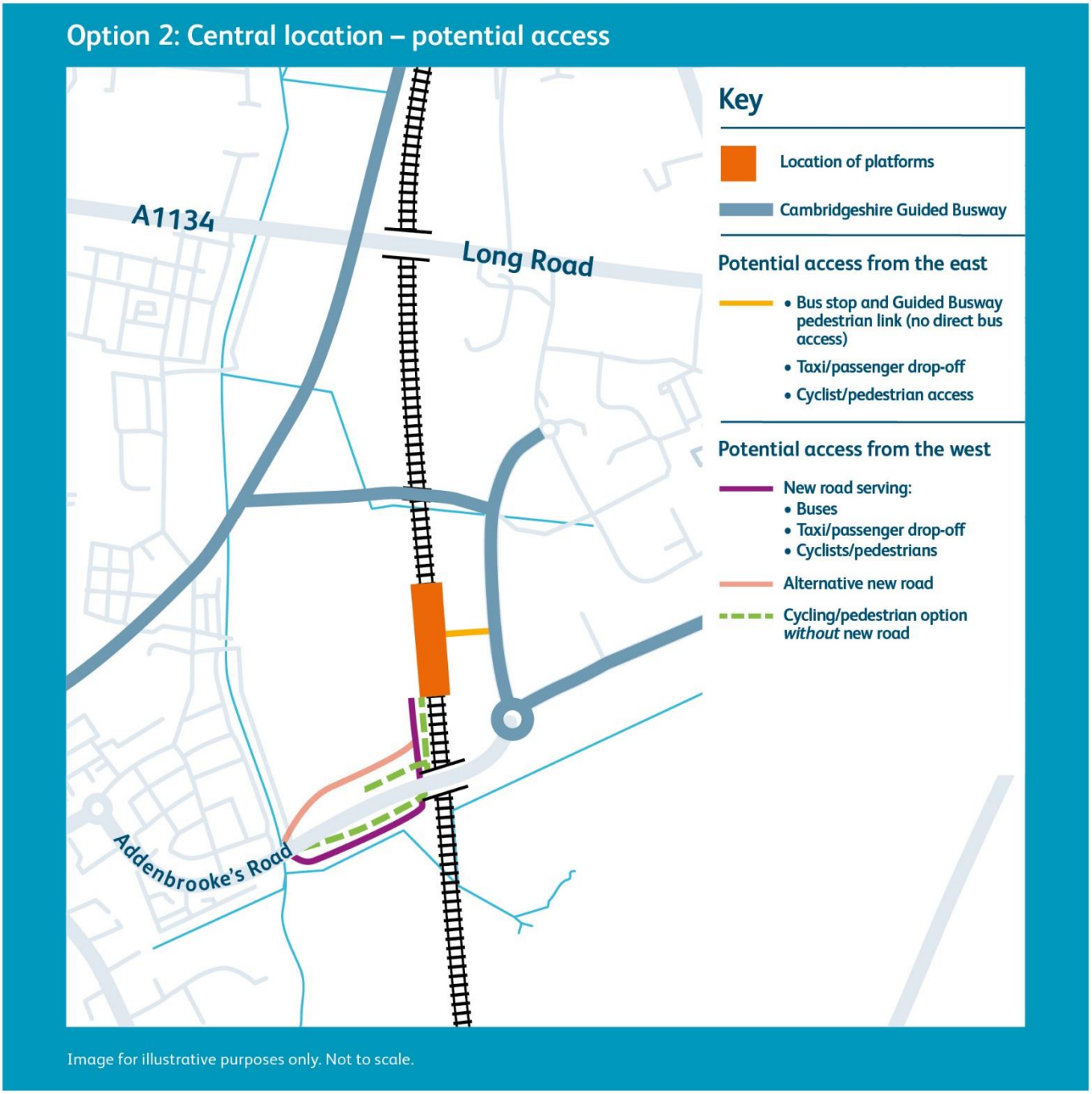
Option 1: Northern location – potential access



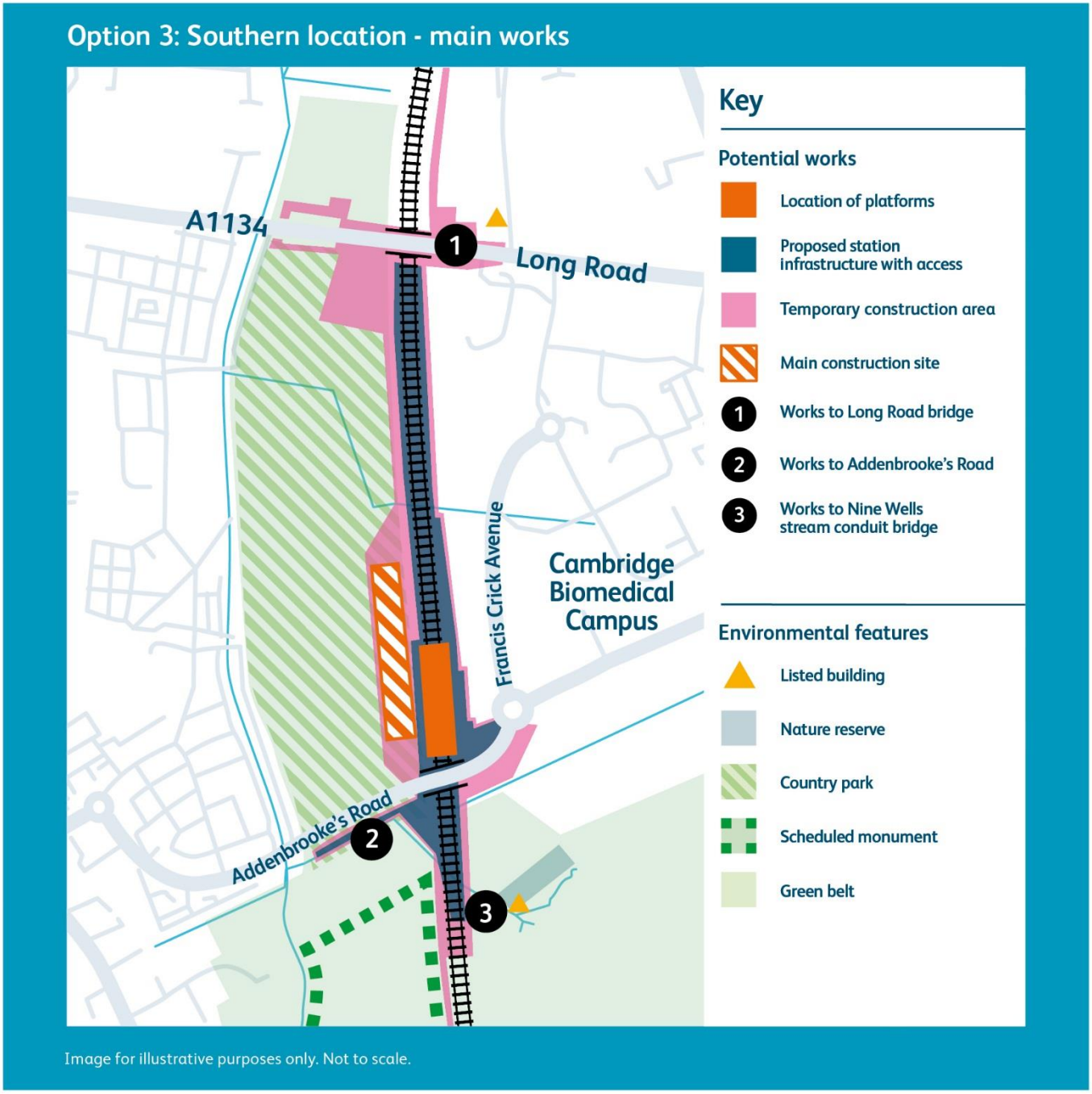
Option 2: Central location – main works



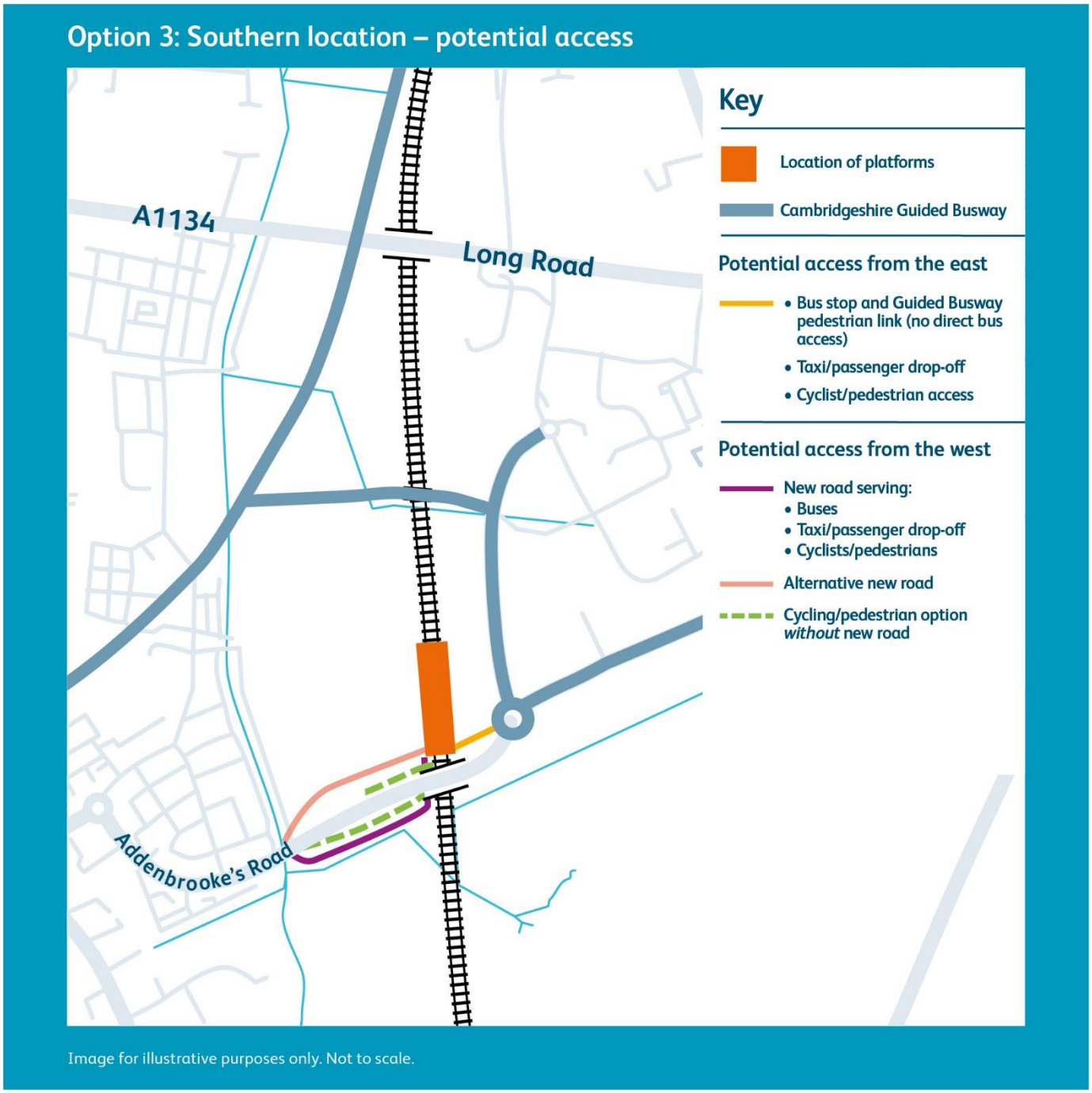
Option 2: Central location – potential access



Option 3: Southern location – main works



Option 3: Southern location – potential access



Cambridge South: a new station in the south of Cambridge

Network Rail is developing plans for a new station in the vicinity of the Cambridge Biomedical Campus to improve connectivity in Cambridgeshire and beyond.

Background

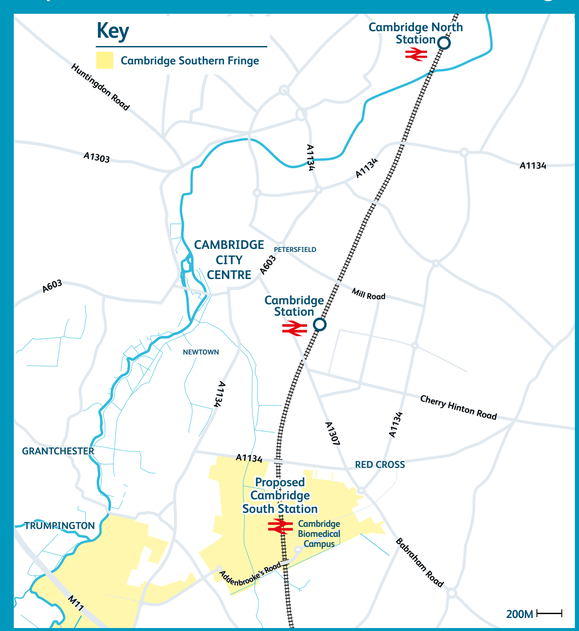
Cambridge City Council is delivering 14,000 new homes between 2011 and 2031. The Cambridge Local Plan 2018 identifies the Cambridge Biomedical Campus (including Addenbrooke's Hospital) and the Cambridge Southern Fringe as an area of major change in Cambridge.

The Royal Papworth Hospital relocated to the Cambridge Biomedical Campus in 2019 and AstraZeneca's new global HQ and strategic Research and Development centre will open in 2020.

The Cambridge Biomedical Campus is an internationally significant health and life sciences cluster and is expected to accommodate 27,000 jobs by 2031.

The Cambridge Southern Fringe is a proposed new neighbourhood and targeted for substantial growth in housing; over 2,700 new homes are now occupied. This urban growth is needed to meet the high demand for housing and to support the local economy.

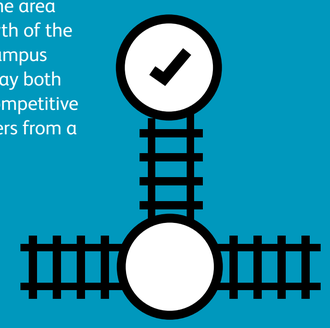
Proposed location of a new station south of Cambridge



The need

The new station would improve access to the rail network for staff, patients and visitors to Addenbrooke's and Royal Papworth hospitals, and meet new and future demand from housing opportunities throughout the Cambridge Southern Fringe.

Improving rail access to the area would also serve the growth of the Cambridge Biomedical Campus and is vital in helping it stay both nationally and globally competitive by attracting skilled workers from a wide catchment area.



The benefits

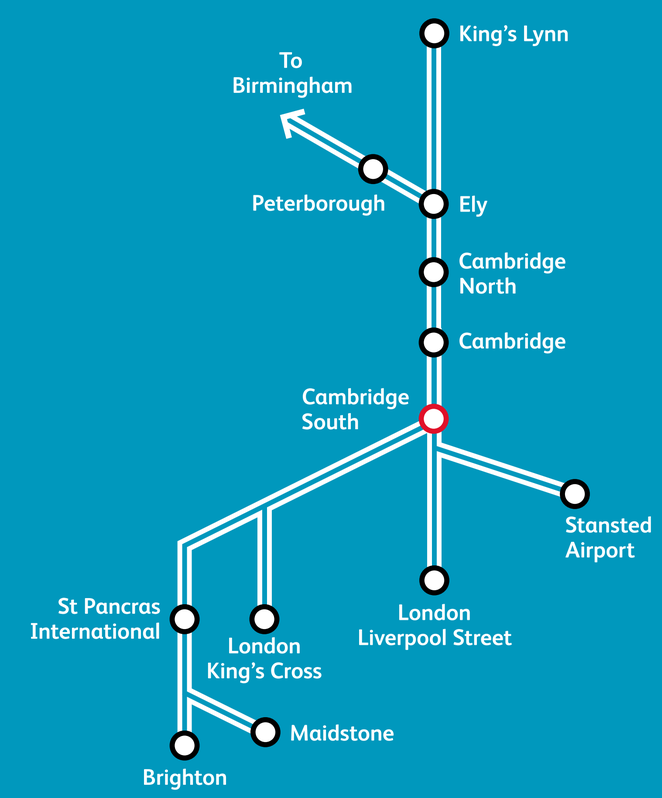
The new station would connect Addenbrooke's and Royal Papworth hospitals and the Cambridge Biomedical Campus to potential destinations such as central London, London Stansted Airport, Ely, Birmingham and Europe.

The station would also promote access to a growing area of high quality employment.

The station could also help relieve congestion in the local area and support the development of environmentally sustainable transport in Cambridge.

Train services

New infrastructure would be constructed to enable a mixture of services to call at the new station providing access to key destinations. This diagram shows an indicative selection of these destinations. Please note that the calling pattern has not been finalised and is based on current franchised services.



Cambridge South: a new station in the south of Cambridge

Network Rail is developing plans for a new station in the vicinity of the Cambridge Biomedical Campus to improve connectivity in Cambridgeshire and beyond.

Background

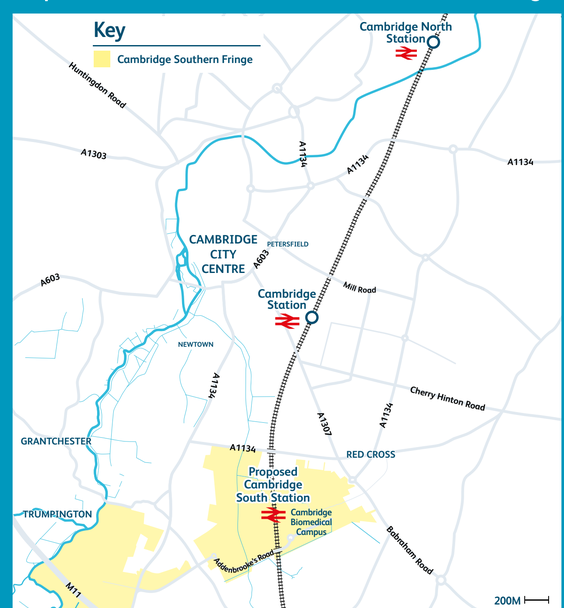
Cambridge City Council is delivering 14,000 new homes between 2011 and 2031. The Cambridge Local Plan 2018 identifies the Cambridge Biomedical Campus (including Addenbrooke's Hospital) and the Cambridge Southern Fringe as an area of major change in Cambridge.

The Royal Papworth Hospital relocated to the Cambridge Biomedical Campus in 2019 and AstraZeneca's new global HQ and strategic Research and Development centre will open in 2020.

The Cambridge Biomedical Campus is an internationally significant health and life sciences cluster and is expected to accommodate 27,000 jobs by 2031.

The Cambridge Southern Fringe is a proposed new neighbourhood and targeted for substantial growth in housing; over 2,700 new homes are now occupied. This urban growth is needed to meet the high demand for housing and to support the local economy.

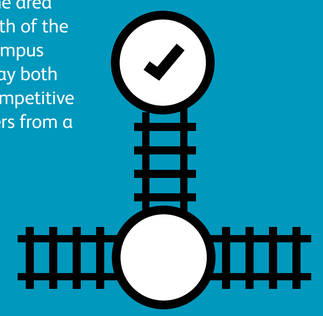
Proposed location of a new station south of Cambridge



The need

The new station would improve access to the rail network for staff, patients and visitors to Addenbrooke's and Royal Papworth hospitals, and meet new and future demand from housing opportunities throughout the Cambridge Southern Fringe.

Improving rail access to the area would also serve the growth of the Cambridge Biomedical Campus and is vital in helping it stay both nationally and globally competitive by attracting skilled workers from a wide catchment area.



The benefits

The new station would connect Addenbrooke's and Royal Papworth hospitals and the Cambridge Biomedical Campus to potential destinations such as central London, London Stansted Airport, Ely, Birmingham and Europe.

The station would also promote access to a growing area of high quality employment.

The station could also help relieve congestion in the local area and support the development of environmentally sustainable transport in Cambridge.

Train services

New infrastructure would be constructed to enable a mixture of services to call at the new station providing access to key destinations. This diagram shows an indicative selection of these destinations. Please note that the calling pattern has not been finalised and is based on current franchised services.

Cambridge South: a new station in the south of Cambridge

Station location options

Network Rail is looking at three options for the location of the new station to the south of Cambridge.

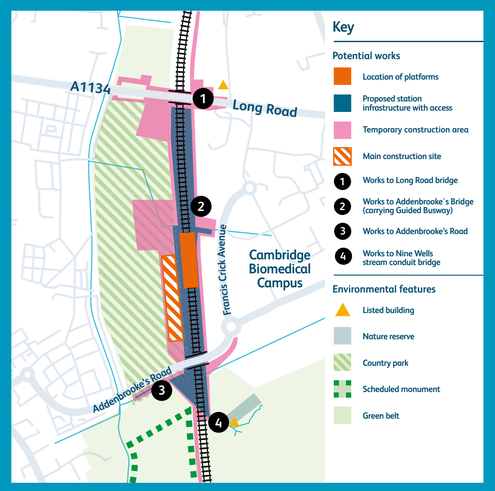
Option 1:
Northern station location

Option 2:
Central station location

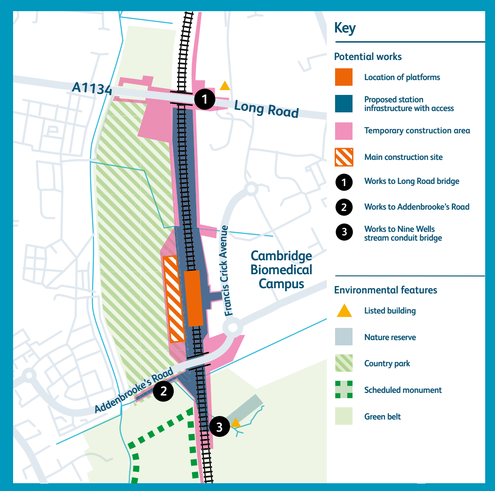
Option 3:
Southern station location

The options are located between Addenbrooke's Bridge which carries the Guided Busway to the north and the bridge carrying Addenbrooke's Road (Nine Wells Bridge) to the south.

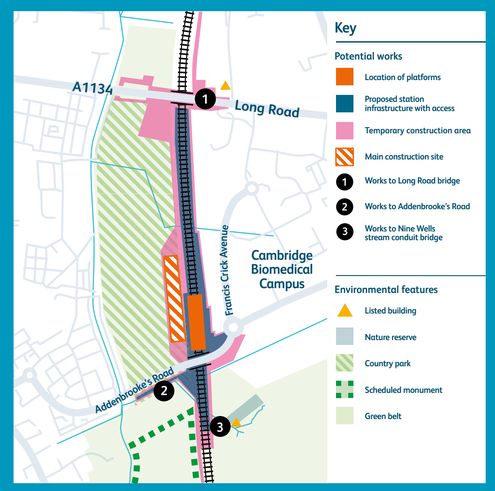
Option 1: Northern location – main works



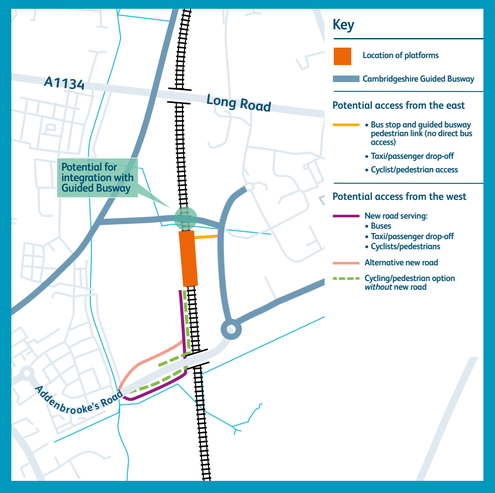
Option 2: Central location - main works



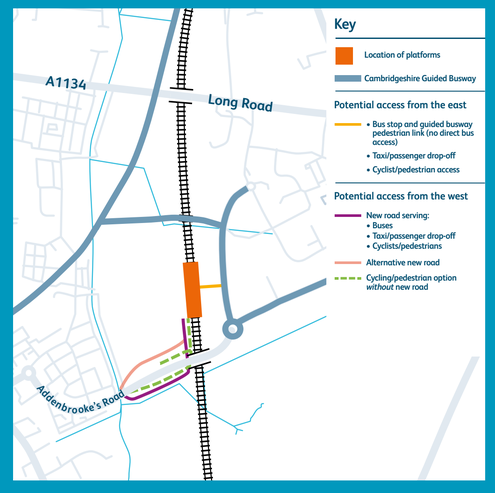
Option 3: Southern location - main works



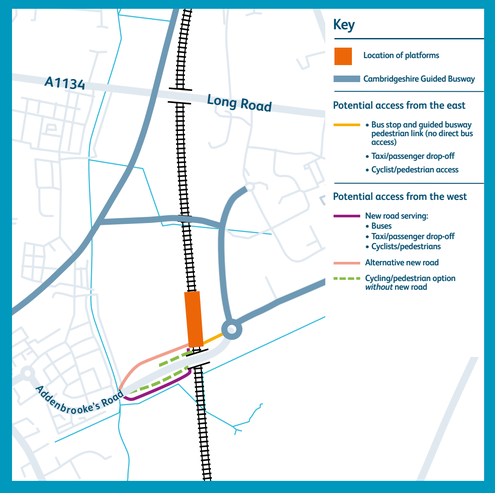
Option 1: Northern location – potential access



Option 2: Central location – potential access



Option 3: Southern location – potential access



Images for illustrative purposes only. Not to scale.

How to have your say

We are seeking your views on the proposals now so that your feedback can be taken into account as the scheme develops.

There will be further opportunities to comment on the proposals next year; and also once the Transport and Works Act Order application has been submitted.

You can submit your feedback in a number of ways:

Fill out the questionnaire attached to the consultation brochure.

Fill out the online survey at:
www.networkrail.co.uk/cambridge-south-station

Email:
cambridgesouth@networkrail.co.uk

The consultation closes on 2 March 2020.

Cambridge South: a new station in the south of Cambridge

Station location options

Network Rail is looking at three options for the location of the new station to the south of Cambridge.

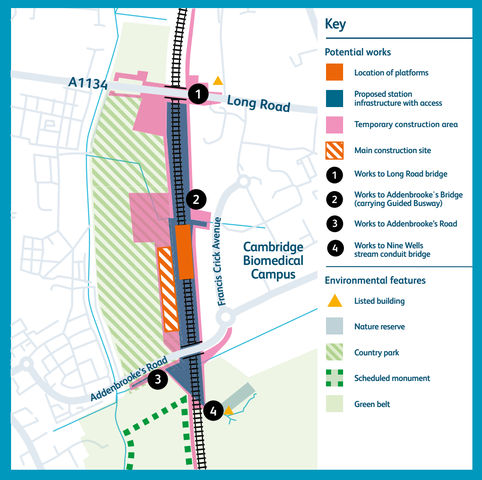
Option 1:
Northern station location

Option 2:
Central station location

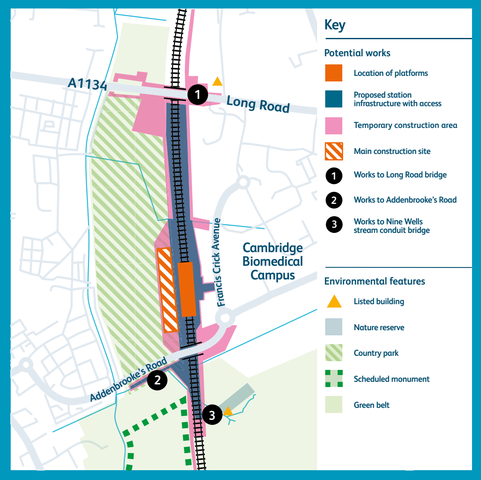
Option 3:
Southern station location

The options are located between Addenbrooke's Bridge which carries the Guided Busway to the north and the bridge carrying Addenbrooke's Road (Nine Wells Bridge) to the south.

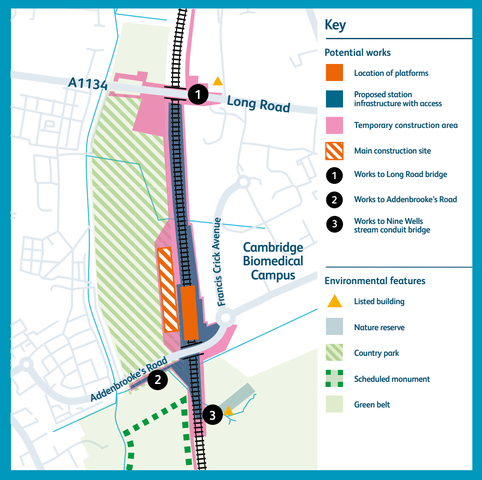
Option 1: Northern location – main works



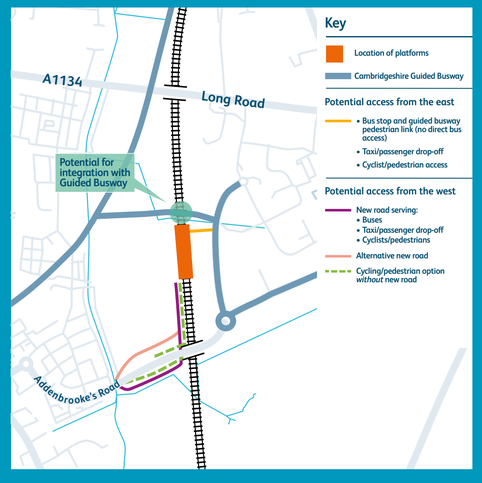
Option 2: Central location - main works



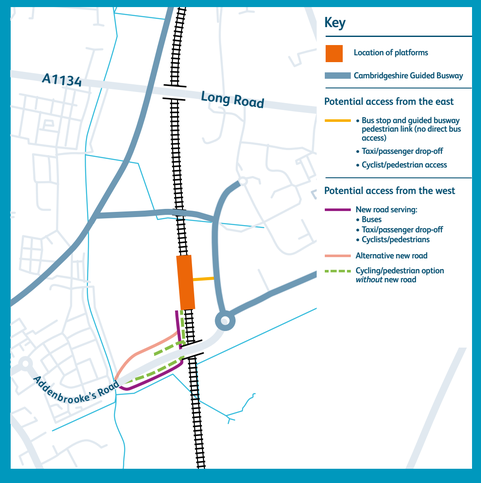
Option 3: Southern location - main works



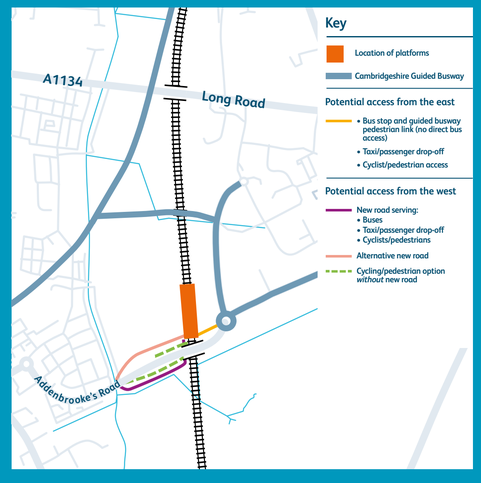
Option 1: Northern location – potential access



Option 2: Central location – potential access



Option 3: Southern location – potential access



Images for illustrative purposes only. Not to scale.

How to have your say

We are seeking your views on the proposals now so that your feedback can be taken into account as the scheme develops.

There will be further opportunities to comment on the proposals next year; and also once the Transport and Works Act Order application has been submitted.

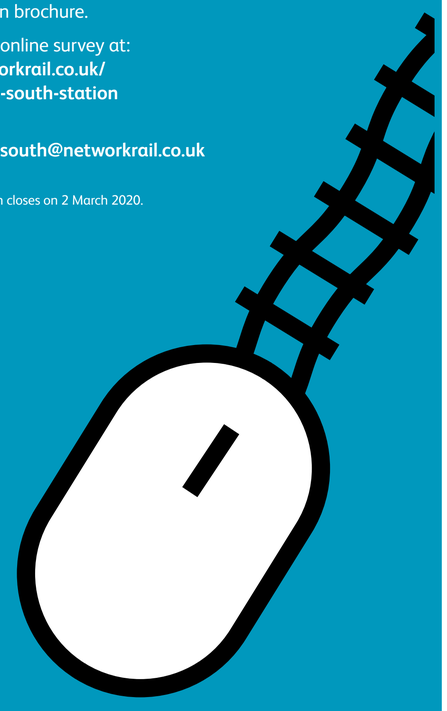
You can submit your feedback in a number of ways:

Fill out the questionnaire attached to the consultation brochure.

Fill out the online survey at:
www.networkrail.co.uk/cambridge-south-station

Email:
cambridgesouth@networkrail.co.uk

The consultation closes on 2 March 2020.



APPENDIX B

ROUND TWO CONSULTATION MATERIALS

6. ADVERT
7. POSTER
8. CONSULTATION BROCHURE
9. STAKEHOLDER INFORMATION PACK AND APPENDICES
10. INFORMATION BOARDS

NetworkRail

Public consultation 19 October to 29 November 2020

Cambridge South: a new station in the south of Cambridge

Network Rail is developing plans for a new station in the vicinity of the Cambridge Biomedical Campus to improve connectivity across Cambridgeshire and provide more sustainable travel options for patients and visitors to Addenbrooke's and Royal Papworth hospitals. Improving connectivity to the campus and the local area will support growth by attracting skilled workers from further afield.

Speak to the team

Owing to the current Coronavirus situation, we are conducting this second phase of public consultation remotely to maintain the safety of the public and our staff.

There will be opportunities to put your questions to our team via our live webchat facility at specific times throughout the consultation period.

Webchat available 19 October to 29 October	
Monday, Tuesday and Thursday	10:00 – 16:00
Wednesday	14:00 – 20:00

We will also be available to answer questions and log your feedback via our consultation hotline at the following dates and times:

Hotline available 19 October to 31 October	
Monday, Tuesday and Thursday	14:00 – 17:00
Wednesday	17:00 – 20:00
Saturday	10:00 – 13:00

How to have your say

For more information on our proposals or to receive a hard copy of the consultation brochure and feedback form (available from 19 October), please contact us using the information below:

Visit our project webpage:
networkrail.co.uk/cambridge-south-station

Email us at: **cambridgesouth@networkrail.co.uk**

Call us on: **0800 160 1835**

Follow us on Twitter: **@networkrailLST**

For any other assistance you can contact the national helpline on: **03457 11 41 41**

NetworkRail

Public consultation

19 October to 29 November 2020

Cambridge South: a new station in the south of Cambridge

Network Rail is developing plans for a new station to improve access to the rail network for users on the Cambridge Biomedical Campus and provide access to a growing area of high quality employment.

How to have your say

For more information on our proposals or to receive a hard copy of the consultation brochure and feedback form (available from 19 October), please contact us using the information below:

Visit our project webpage: **networkrail.co.uk/cambridge-south-station**

Email us at: **cambridgesouth@networkrail.co.uk**

Follow us on Twitter: **@networkrailLST**

For any other assistance you can contact the national helpline on: **03457 11 41 41**

WM044839 Cambridge South DR Poster.indd 1 17/09/2020 09:06

NetworkRail

Public consultation

Cambridge South Infrastructure Enhancements Scheme to deliver a new station in the south of Cambridge

Second round of consultation starts **19 October 2020**
and closes on **29 November 2020**

Network Rail is developing plans for a new station in the vicinity of the Cambridge Biomedical Campus to improve connectivity in Cambridgeshire and beyond.

This brochure gives information on:

- The feedback from the first round of consultation
- The location selected for the station and proposed station facilities and access arrangements
- How we propose to manage construction and the environment
- How you can comment further on the proposals.

Background

The Cambridge Local Plan 2018 identifies the Cambridge Biomedical Campus and the Cambridge Southern Fringe as an area of major change in Cambridge.

The Cambridge Biomedical Campus is an internationally significant health and life sciences cluster and is expected to accommodate 27,000 jobs by 2031.

It is envisaged that by 2031 new housing developments across the Cambridge Southern Fringe comprising an estimated 4000 new homes will have been built.

Benefits

The new station would connect the Cambridge Biomedical Campus with potential destinations such as central London, London Stansted Airport, Ely, Birmingham and Europe.

The station would also provide access to a growing area of high quality employment and also help relieve congestion in the local area by supporting the development of environmentally sustainable transport in Cambridge.

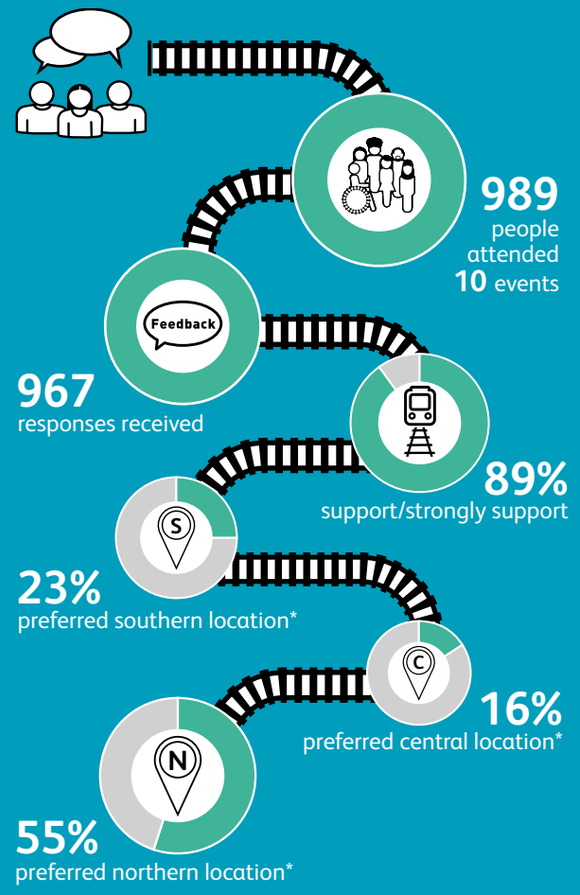
In the future East West Rail services from Bedford to Cambridge could serve the new station.

What you said

During the first round of consultation, between 20 January and 2 March 2020 we asked for your views on three locations for a new station between Addenbrooke's Bridge and Nine Wells Bridge, namely the northern, central and southern options. We presented ways of getting to each location by foot and cycle and by road from either Francis Crick Avenue on the east side or Addenbrooke's Road on the west side.

You told us:

- Provide a high quality station environment
- Road access to the station from Francis Crick Avenue was preferred
- Provide sufficient cycle parking capacity for station trips
- Retain the cycle path (NCN Route 11) under Nine Wells Bridge
- Protect the environment and enhance biodiversity
- Provide public transport links including safe pedestrian and cycle access to both sides of the railway
- Avoid as far as possible intrusion into Hobson's Park.



*6% were undecided.

Station proposals

The feedback we received during the first round of consultation has helped select the preferred location for the new station.

Based on feedback and the option selection process, the northern location was chosen. This location:

- connects most directly into the heart of the established Biomedical Campus
- integrates best with the existing bus services and the planned Cambridge South East Transport (CSET) project
- has the least visual impact in Hobson's Park
- has a reduced land footprint on both sides of the railway
- allows retention of the cycle path under Nine Wells Bridge.

What are we consulting on now?

With the preferred location of the station selected, we are now seeking your views on the current proposals, the access arrangements and the cycle facilities proposed at the station.

We want to make sure that the proposals we have developed are suitable for all users and that they have addressed feedback raised from the community during previous consultation and engagement activities.

Associated rail enhancements

The infrastructure at Shepreth Branch Junction (where the lines from King's Cross and Liverpool Street meet) and the southern section of tracks into Cambridge Station also need to be enhanced to maintain service reliability (see page 8).

Two private level crossings are proposed to be closed. In addition to the station buildings, tracks and platforms there will be new overhead line electrification equipment, signalling and supporting infrastructure.

How we will gain consent for the Scheme

We will need to apply to the Secretary of State for Transport for a Transport and Works Act Order to authorise both the construction of the works and to use land outside the railway boundary either temporarily or permanently for the construction and operation of the Scheme.

We will continue to engage with potential owners and occupiers to manage any impacts on their land interests.

Where railway works are to be constructed within the existing railway boundary, these works may be able to be constructed under Network Rail's existing permitted development rights.

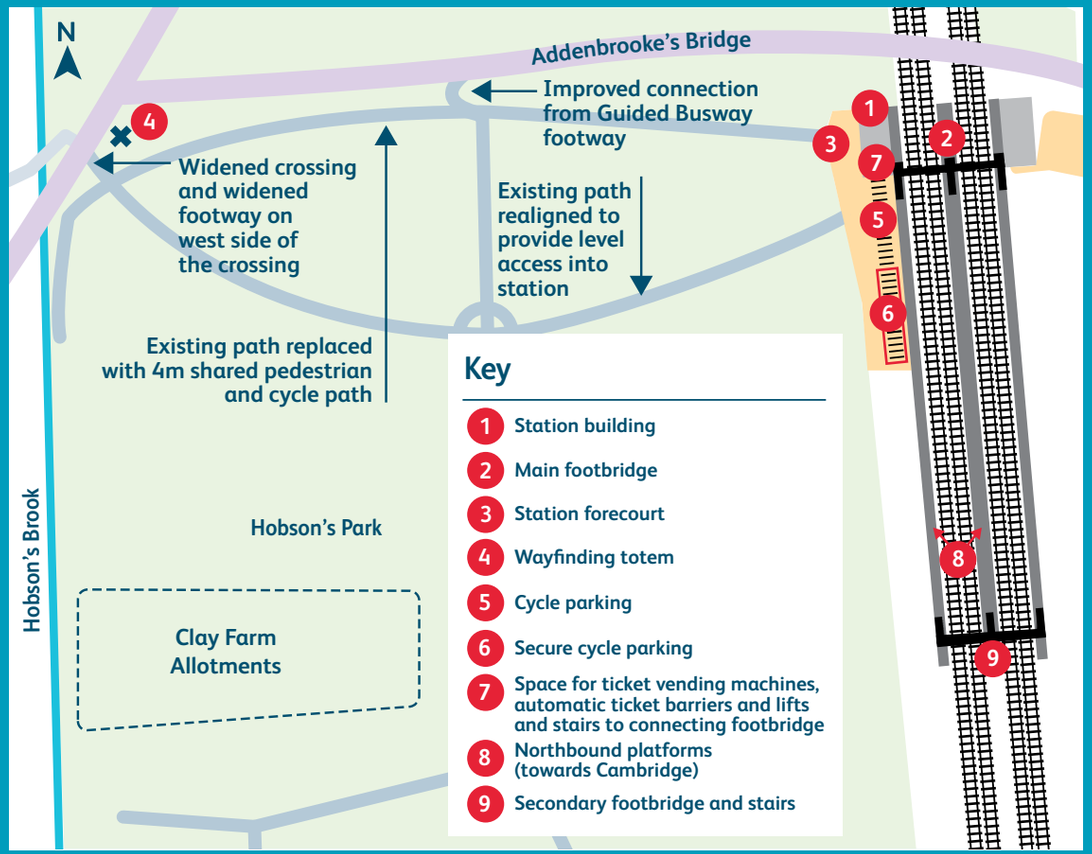
How the station could look

Artist's impression of indicative station layout from the west

Artist's impression of indicative station layout from the east

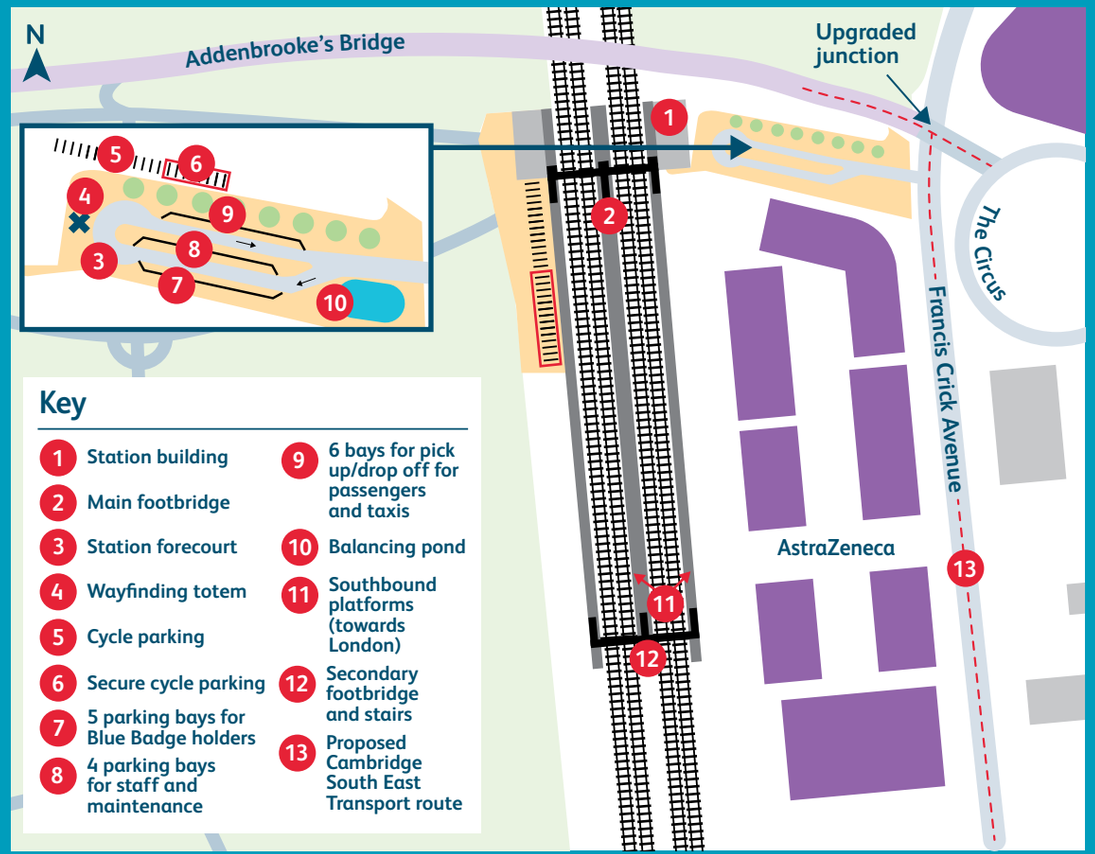
Images are indicative only and subject to change.

Proposed station facilities and access arrangements on the west side



Space for 1,000 cycles arranged on both sides of the railway is proposed and includes a variety of Sheffield stands, two-tier racks and parking for non standard cycles. The precise location of the cycle stands will be finalised during detailed design of the station.

Proposed station facilities and access arrangements on the east side



Proposals include a staffed station building with ticket vending machines, automatic ticket barriers, lifts and stairs to the connecting footbridge, a changing places facility, accessible toilets, a retail/catering unit, a waiting area and seating. There will be step-free access with two lifts on each platform covered by canopies.

All images are indicative only, not to scale.

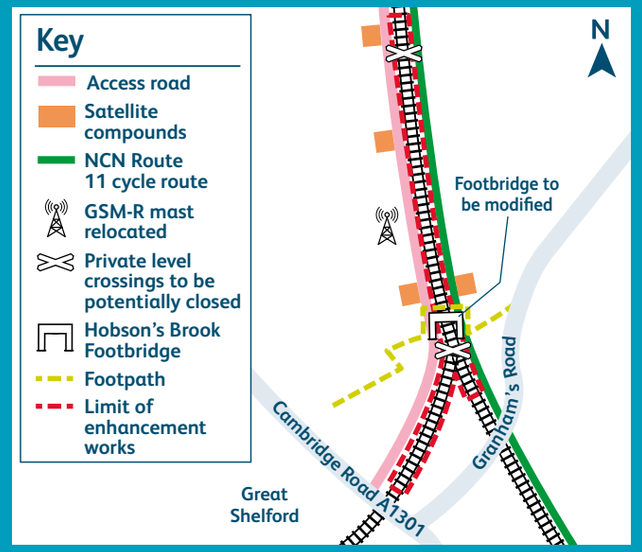
Construction

Our approach to construction will ensure we can transport construction materials and equipment to the right place at the right time. Construction traffic will use the access routes currently being used as part of the ongoing developments at the Biomedical Campus.

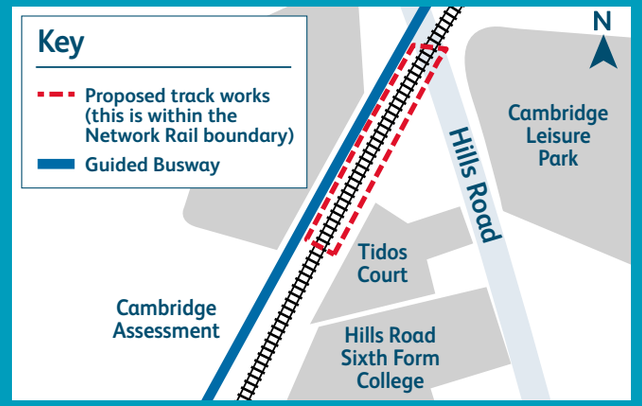
Long Road and Nine Wells bridges will not need to be reconstructed or altered. The southern embankment of the Guided Busway over the railway will need to be modified to accommodate cycle parking on the east of the station.

To install additional tracks and accommodate the main eastern compound a section of the cycle route will need to be temporarily closed. A temporary 4-metre wide diversion will be provided. The route under Nine Wells Bridge will be restored after construction.

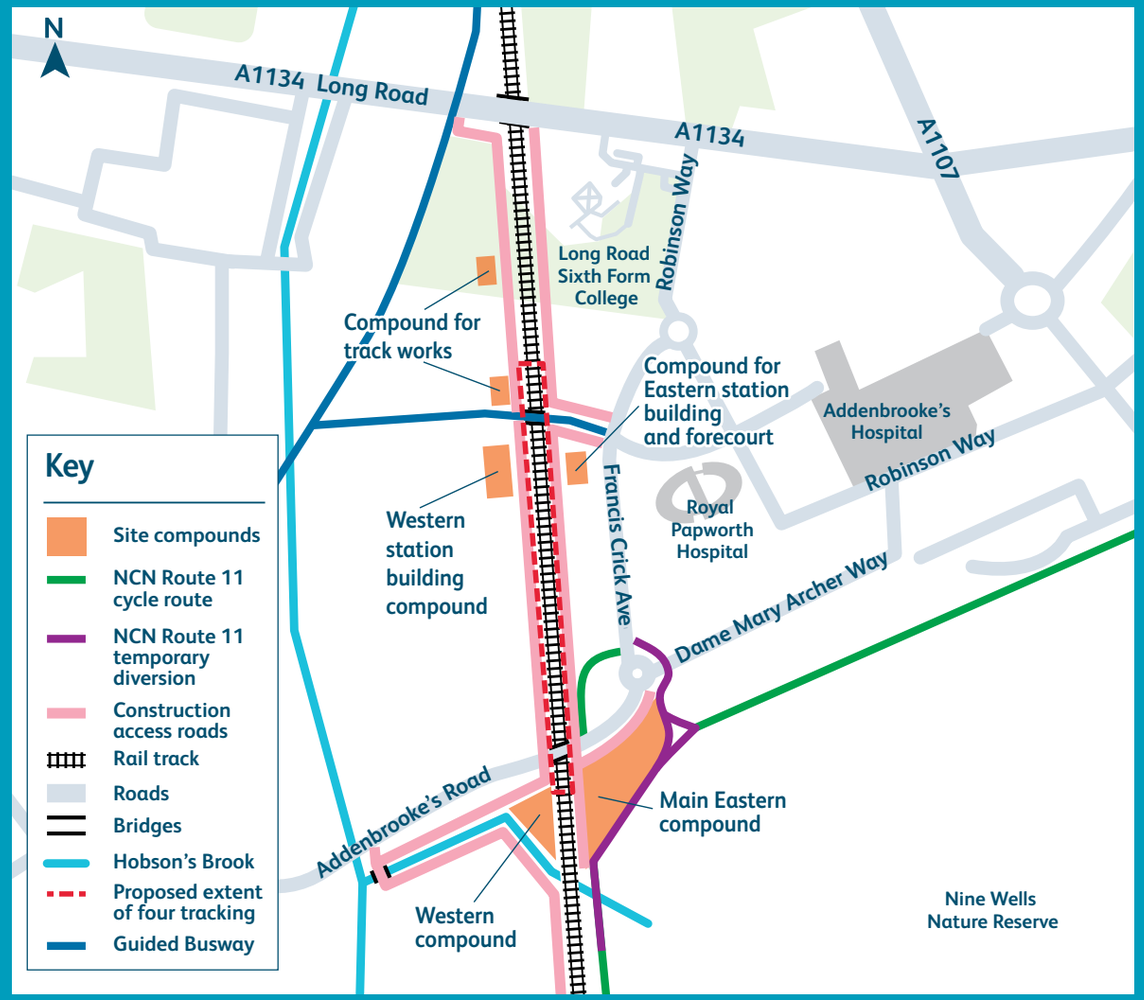
Shepreth Branch Junction works



Works south of Cambridge Station



Main station works



All images for indicative purposes only, not to scale.

Managing the environment

An Environmental Impact Assessment will look at the 'likely significant impacts' of construction and the operational railway on people, the natural and built environment. It will identify what measures are required to mitigate such impacts.

We will seek to agree a Code of Construction Practice in consultation with the local authority which will identify how construction impacts such as traffic, noise, vibration and dust will be monitored, controlled and managed.

Hobson's Park and Wildlife

Hobson's Park comprises a bird reserve and lake primarily used by breeding black-headed gulls, as well as Greylag and Canada Geese, and Common Tern. Nine Wells Bridge has hosted multiple active house martin nests. Landscaping will include creating habitats for bird nesting/foraging, hedges, wetland, pollinator planting, trees and other planting.

Watercourses

Hobson's Brook is a watercourse of importance to the local community and wildlife in the area of the development proposals. Appropriate mitigation measures will be implemented during construction to avoid and protect this asset and other water features so they are not significantly affected.

Cultural heritage

There is a rich history of early settlement dating back to the Iron Age and Roman periods in the vicinity of the site. With a scheduled monument to the south, and potential archaeology close to the site, we are investigating ways to reduce the impact with Cambridgeshire County Council and Historic England.

Landscape strategy

A central part of our landscape strategy is to showcase and enhance the natural features of the area. We are committed to achieving a net gain in biodiversity in line with emerging environmental legislation and local policy.

Our landscape designers are working with the station architects to make sure that the proposals:

- Complement the architectural form and materials of surrounding developments
- Emit minimal exterior lighting
- Do not become a dominating visual focus to users of Hobson's Park.

Transport

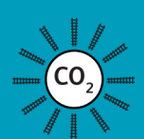
A transport assessment will identify the impact on sustainable travel modes of the proposed development. It will assess how the proposals will facilitate movements for all, overcoming any barriers for the mobility impaired and propose mitigations where appropriate.

Noise and vibration

Assessments for noise and vibration impacts will take into account the presence of vibration-sensitive operations on the Biomedical Campus.

Air quality

Biodiversity



Climate change

Cultural heritage

Ground conditions and contamination

Landscape and visual impacts

Noise and vibration

Materials and resource management

Population and health

Socio-economic effects

Surface water resources and flood risk

Traffic and transport

How to have your say

Send us your comments via the feedback form attached, our online survey at:
networkrail.co.uk/cambridge-south-station

or email your views to: **cambridgesouth@networkrail.co.uk**

More information can be found on our website including answers to frequently asked questions.

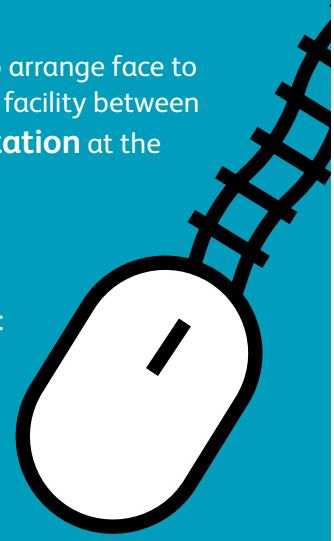
Want to chat to us directly?

Owing to the current Coronavirus situation we have not been able to arrange face to face events. Instead, our project team will be hosting a live webchat facility between 19 and 29 October via **networkrail.co.uk/cambridge-south-station** at the times below:

Monday, Tuesday and Thursday	**10:00 – 16:00**
Wednesday	**14:00 – 20:00**

or you can call us between 19 and 31 October on **0800 160 1835**:

Monday, Tuesday and Thursday	**14:00 – 17:00**
Wednesday	**17:00 – 20:00**
Saturday	**10:00 – 13:00**



Next steps

Your feedback will help shape our final proposal. We intend to submit an application for a Transport and Works Act Order to the Secretary of State for Transport in 2021 to support a funder target of the station opening in 2025.

Fill out the form below, fold in half and glue together. Send back to us (no stamp required).

1) What do you think about the station facilities including access arrangements within the station?

[ ] Strongly support [ ] Support [ ] Undecided [ ] Do not support [ ] Strongly do not support
[ ] No response

Please give a reason for your choice

2) What do you think about proposed access arrangements to and from the station?

[ ] Strongly support [ ] Support [ ] Undecided [ ] Do not support [ ] Strongly do not support

[ ] No response

Please give a reason for your choice

3) What cycle facilities do you wish to see at the station?

4) Do you have any further comments on the proposals?

Your details

Name (to communicate with you):

Postcode (to identify concerns/opportunities by location):

Email address (to contact you if you have raised a concern):

You can find further details of how Network Rail holds and uses personal data at www.networkrail.co.uk/privacy-notice/

Would you like to be added to our mailing list? [ ] Yes [ ] No

Are you happy for Network Rail to contact you via email to find out more about your views? [ ] Yes [ ] No

Privacy notice

The information will be collected and held solely by Network Rail in accordance with the requirements of the General Data Protection Regulations. The information you provide will be used to help the decision-making in this scheme.

We may share your feedback with our consultants but not your personal data. We may publish your response but not your personal details. We will not sell your personal details or pass them to any other organisation.

If you have consented to be added to our mailing list, we will send you updates and progress about the project. You retain the right to opt out of the mailing list at all times.

Business Reply Plus
Licence Number
RTLZ-LUJH-KXHU

2

Network Rail Ltd
167-169 Westbourne Terrace
LONDON
W2 6JX

NetworkRail

Cambridge South Infrastructure Enhancements Project

Stakeholder Information Pack

October 2020

Page is intentionally left blank

CONTENTS

1. INTRODUCTION 1
1.1 The Project 1
1.2 Purpose of this pack 1
2. NEED AND BENEFITS 3
2.1 Need for the Project 3
2.2 Benefits of the Project 3
3. CONSENTING AND LAND REQUIREMENTS 5
3.1 Consenting considerations 5
3.2 Land requirements 5
4. STATION LOCATION SELECTION 7
4.1 Previous consultation 7
4.2 Selecting the location 7
4.3 Interfacing projects 9
5. THE PROJECT 10
5.1 Location 10
5.2 The proposals 11
5.3 Evacuation and emergency services 20
5.4 Operations and maintenance 21
6. CONSTRUCTION 23
6.1 Emerging proposals 23
6.2 General working arrangements 24
6.3 Construction compounds 24
6.4 Site access arrangements 26
6.5 Works areas and access routes 29
6.6 Temporary diversion of National Cycle Network Route 11 30
6.7 Utility diversions 32
6.8 Public highway works 32
6.9 Code of Construction Practice 32
7. ENVIRONMENTAL CONSIDERATIONS 33
7.1 The need for Environmental Impact Assessment 33
7.2 Areas of particular environmental focus 34
7.3 Environmental Statement 36
8. APPROACH TO CONSULTATION 37
8.1 Purpose of consultation 37
8.2 First round of consultation 37

8.3 A changing environment 37

8.4 Second round of consultation 38

8.5 How to respond 40

9. NEXT STEPS 41

9.1 How we will respond to consultation feedback 41

9.2 Environment 41

9.3 Preparing for submission of a TWAO application 41

FIGURES

Figure 5.1 Proposed location of the new station 10

Figure 5.2 Access arrangements to the station 14

Figure 5.3 Indicative visualisation of the station on the east 15

Figure 5.4 Indicative visualisation of the station on the west 15

Figure 5.5 Indicative layout of the tracks and platforms 16

Figure 6.1 Proposed strategic and satellite compounds, CC1 to CC6 25

Figure 6.2 Proposed strategic and satellite compounds, CC7 to CC10 26

Figure 6.3 Proposed construction access roads, AR1 to AR6 28

Figure 6.4 Proposed construction access road, AR7 28

Figure 6.5 Proposed haul roads, HR1 to HR6 30

Figure 6.6 Proposed haul road, HR7 30

Figure 6.7 Temporary diversion route of NCN Route 11 31

TABLES

Table 4.1 Top 12 themes from the first round of consultation 7

Table 4.2 Summary of how feedback has shaped station location selection 8

Table 5.1 Key features of the Project 11

Table 5.2 Facilities at the new station 12

Table 5.3 Ancillary infrastructure 19

APPENDICES

GLOSSARY

Term	Definition
Ballast	The material used to support and secure track, usually made up of granite stones. Also provides a drainage function.
Blockade	A full closure of a railway line for the purposes of maintenance, improvement or construction, typically longer than a single shift.
Clearance	This relates to Overhead Line Equipment or Structure clearance and is a physical clear envelope to allow trains and their systems to pass through.
Construction compound	An area used by the contractors during construction for civil engineering works, railway installation works and the storage of materials.
Construction Environmental Management Plan	The document outlining the mechanism through which construction phase mitigation will be implemented.
Construction phase	The period when construction of the Project takes place.
Culvert	A structure that allows water to flow beneath a road, railway or similar obstruction from one side to the other.
Down lines	The railway lines heading away from London (northbound).
East West Rail	A programme of works which aims to establish a strategic railway connecting East Anglia with Oxford.
East West Rail Central Section	Part of East West Rail which aims to link Bedford and Cambridge.
Environmental Impact Assessment	The process by which the anticipated impacts on the environment of a proposed development or project are measured.
Environmental Statement	The report setting out the process and findings of an Environmental Impact Assessment.
Formation	The formation is the prepared ground on which the track (ballast, sleepers and rails) is laid.
GSM-R	An international wireless communications standard for railway communication and applications.
Haul road	A temporary road built to facilitate the movement of equipment and materials during Project construction.
Level crossings	A place where landowners and/or the public have a right to cross the railway.
Maintenance compound	A compound area used to support on-going maintenance of the assets.
Mitigation measures	Mitigation represents any process or action designed to avoid, reduce or remedy significant adverse environmental effects likely to be caused by a development project.
Operational phase	The period when the Project is in operation.
Overbridge	A bridge crossing over the railway.
Permanent vehicle track	Track to a compound off a road or alongside the railway which is permanent.
Permanent land take	The land that is acquired for an indefinite period of time.

Term	Definition
Permitted development rights	Elements for work qualifying under Part 8 and Part 18, Class A to Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015.
Project	The Project is the proposed enhancement and infrastructure works between the southern end of Cambridge Station and Shepreth Branch Junction.
Rail	Linear steel support for train wheels. Two rails secured to sleepers make up the track.
Railway	General term referring to the rail transport system as a whole and the corridor in which it sits.
Scheme	The Scheme is the proposed enhancement and infrastructure works for the station and Shepreth Branch Junction for which authorisation is sought under the Transport and Works Act.
Scoping Opinion	Process to identify any sources of environmental information which may be of relevance to the EIA and the topics on which the EIA should focus.
Up lines	The railway lines heading towards London (southbound).

ACRONYMS AND ABBREVIATIONS

Acronym	Description
CBC	Cambridge Biomedical Campus
CCiC	Cambridge City Council
CCoC	Cambridgeshire County Council
CSIE	Cambridge South Infrastructure Enhancements
ECML	East Coast Main Line
EWR	East West Rail Central Section
NCN	National Cycle Network
NR	Network Rail
PRoW	Public Right of Way
SCDC	South Cambridgeshire District Council
TOC	Train Operating Company
TWA	Transport and Works Act
TWAO	Transport and Works Act Order
WAML	West Anglia Main Line

1. INTRODUCTION

1.1 The Project

1.1.1 Network Rail is proposing to build a station south of Cambridge to improve access to the rail network for staff, patients and visitors to hospital and work facilities on the Cambridge Biomedical Campus and to provide people travelling to/from South Cambridgeshire and beyond greater choice of where they can travel to/from.

1.1.2 To support the operation of the station enhancements to the local adjacent infrastructure have been identified which are necessary to maintain service reliability.

1.1.3 The overall works are collectively known as the Cambridge South Infrastructure Enhancements project ('the Project').

1.1.4 During the first round of consultation, between 20 January and 2 March 2020 we asked for views on three locations for a new station between Addenbrooke's Bridge and Nine Wells Bridge, namely the northern, central and southern options. The northern option was selected based on this feedback and further engagement with stakeholders.

1.1.5 The station will be adjacent to Addenbrooke's Bridge which carries the Guided Busway over the railway. Step-free access via a footbridge and lifts to platforms will be provided.

1.1.6 With the preferred location of the station selected, we are now seeking your views on the current proposals, the access arrangements and the cycle facilities proposed at the station. We want to make sure that the designs we have developed are suitable for all users and that as far as possible they have addressed feedback raised from the community during previous consultation and engagement activities.

1.1.7 This second formal round of consultation for statutory consultees and the public will commence on 19 October and close on 29 November 2020.

1.1.8 The Project team will review feedback from all consultees and the feedback will inform the Project's development.

1.1.9 We will prepare the documents ready for an application for a Transport and Works Act Order (TWAO) for powers to build, operate and maintain a new station, track and railway infrastructure and associated apparatus to support a funder target of the station opening in 2025.

1.2 Purpose of this pack

1.2.1 With this pack we are informing and consulting with you about our proposals to comply with the statutory requirements relating to the application for a TWAO. The pack presents the proposals for the operational elements of the Scheme known at this stage of design, the emerging construction proposals and our work to assess the likely significant impacts of the proposals on people, the natural and built environment.

Structure of this pack

1.2.2 The structure of this Pack is as follows:

- Section 1. Introduces the Project and purpose of this round of consultation.
- Section 2. Describes the need and benefits of the Project.
- Section 3. Sets out the consenting process Network Rail will follow for the Project and requirements for land.
- Section 4. Summarises the location selection process and the feedback from the first round of consultation.
- Section 5. Details each element of the proposed operational Project.
- Section 6. Describes the emerging construction proposals.
- Section 7. Provides information on the Environmental Impact Assessment process.
- Section 8. Outlines our approach to consultation and how to respond.
- Section 9. Sets out what happens after this round of consultation ends on 29 November 2020.
- Appendices. Presents drawings associated with the Project.

2. NEED AND BENEFITS

2.1 Need for the Project

2.1.1 Cambridge is one of the UK's most successful and fastest growing cities. The Cambridge Local Plan 2018[1] identifies the Cambridge Biomedical Campus (CBC), an internationally significant health and life sciences cluster, and the Cambridge Southern Fringe as two of eight areas of major change in Cambridge.

2.1.2 Cambridgeshire Local Transport Plan 2011-2031: Long Term Transport Strategy[2] identifies the need for a new station at Addenbrooke's to serve the CBC. The Strategy highlights the growth in rail patronage in recent years and forecasts demand for accessibility to the Biomedical Campus. The plan stipulates that the station is "necessary to provide new capacity for growth and to address existing problems on the transport network".

2.1.3 The CBC is expected to house the largest concentration of biomedical expertise in Europe; planned growth on the CBC up to 2026 will lead to an employment level of 26,000 jobs. In 2019, the Royal Papworth Hospital relocated to the CBC and AstraZeneca's new strategic research and development centre will become operational in 2020.

2.1.4 It is envisaged that by 2031, new housing developments across the Cambridge Southern Fringe comprising an estimated 4,000 new homes will have been constructed.

2.1.5 This urban growth is needed to meet the high demand for housing and support the local economy however future development is also expected to place significant pressures on the railway system which is already running at full capacity.

2.2 Benefits of the Project

2.2.1 The provision of a new station will:

- connect Addenbrooke's and Royal Papworth hospitals and the CBC to potential destinations such as central London, London Stansted Airport, Ely, Birmingham and Europe via Eurostar from London St Pancras;
- improve connectivity to the rail network and give people travelling to/from South Cambridgeshire and beyond greater choice of where they can travel to/from;
- provide access to a growing area of high-quality employment; and
- help relieve traffic congestion in the local area by supporting the development of environmentally sustainable transport in Cambridge.

2.2.2 Cambridge is located at a confluence of several strategically significant rail routes. Running south from Cambridge Station, services connect the city to London by the West Anglia Main Line (WAML) to London Liverpool Street, and the East Coast Main Line (ECML) to London King's Cross via the Shepreth Branch. Thameslink services further

[1] https://www.cambridge.gov.uk/media/6890/local-plan-2018.pdf

[2] https://www.cambridgeshire.gov.uk/asset-library/imported-assets/R-TP-The_Long_Term_Transport_Strategy.pdf

connect Cambridge across Central London to Maidstone East, and to Brighton via Gatwick Airport. To the north of Cambridge Station, services continue to the Midlands, Norwich, and Ipswich via the Cross Country corridor.

2.2.3 The WAML runs between London Liverpool Street and King's Lynn and is formed of a two-track railway through to Ely where the line becomes a mixture of single and double track sections through to King's Lynn. The route carries busy commuter and leisure traffic from Stansted Airport and Cambridge into London Liverpool Street, as well as serving high tech industries within Greater Cambridge and through to Peterborough.

2.2.4 The Cross Country corridor (via Ely) supports a nationally important freight route between the Port of Felixstowe and other regions such as the Midlands, Yorkshire and Scotland alongside busy inter-regional passenger services. The line includes the Felixstowe to Nuneaton route in terms of freight and Ipswich/Norwich to Cambridge/Peterborough via Ely passenger services.

2.2.5 The ECML contains a mixture of Long Distance High Speed (LDHS) services, regional services and freight. For Cambridgeshire, it is an important route for commuter and leisure traffic for services from King's Lynn through to Cambridge and onwards to London King's Cross.

2.2.6 The Project makes use of the existing WAML and the Cross Country corridor. The new station will be served by train services to/from London Kings Cross via the Shepreth Branch and the ECML. To accommodate expected growth in demand for travel to and from Cambridge, there are several aspirations to provide interventions in the wider Cambridgeshire area – such as the delivery of East West Rail (EWR) Central Section (Bedford to Cambridge).

2.2.7 The Project will provide infrastructure to allow for a variety of stopping patterns with the final stopping pattern being agreed at a later stage. It is anticipated that the new station would be served initially by train services already running on the route. In the future, EWR services from Bedford to Cambridge could serve the new station.

3. CONSENTING AND LAND REQUIREMENTS

3.1 Consenting considerations

3.1.1 Network Rail will seek powers under the Transport and Works Act (TWA) to acquire land and rights over land compulsorily as well as powers to construct, operate and maintain the station, track and associated railway infrastructure.

3.1.2 These powers will include, but are not limited to:

- compulsory purchase of land and property which is required for the Project;
- the right to use land temporarily and any permanent rights for the on-going management and maintenance of the Project;
- provision for temporary alternative routes and permanent diversions;
- powers for making byelaws and traffic regulation orders;
- powers to stop up or alter roads and level crossings permanently and temporarily;
- powers to divert any utilities; and
- amendments to other legislation.

3.1.3 As well as applying to the Secretary of State for a TWAO, Network Rail will also apply to the Secretary of State for Transport for a direction for deemed planning permission for the Project. A brief guide about the TWAO procedures can be obtained via the below link:

https://www.gov.uk/government/publications/transport-and-works-act-orders-a-brief-guide-2006/transport-and-works-act-orders-a-brief-guide

3.1.4 Network Rail will seek planning consent through the request for planning direction as part of the TWAO for the Cambridge South Station works and works at Shepreth Branch Junction (the Scheme).

3.1.5 Works on the southern approach to Cambridge Station (see Section 5) are within the existing railway boundary and constitute permitted development under Part 18 of the General Permitted Development Order 2015 (i.e. not requiring prior approval). These works will not be included within the TWAO.

3.2 Land requirements

3.2.1 In order to construct the Scheme, the current operational railway boundaries will be expanded by the proposed station location on either side of the railway and to the west at Shepreth Branch Junction. Some land and rights will be required permanently for the construction and operation of the railway and some will be required temporarily for construction purposes.

3.2.2 Network Rail has undertaken a land identification exercise that has identified those with an interest in the land within the footprint of the Project in respect of which compulsory acquisition powers will be sought through the TWAO application if private treaty arrangements cannot be made with the affected landowners in advance of the TWAO application being submitted. Land identification was undertaken similarly for the first

round of consultation and some changes have been made to the footprint of the Project and therefore the land area has changed as a result of this.

3.2.3 Where compulsory purchase powers are exercised affected parties will be eligible for compensation in accordance with the Compensation Code.

3.2.4 Network Rail will seek to use compulsory purchase powers only after all reasonable and practicable means to negotiate for the voluntary acquisition of land have been exhausted.

3.2.5 Network Rail recognises the importance of Hobson's Park to the local and wider community. Land is proposed to be permanently acquired for the station, track, associated infrastructure and new paths on the west on Hobson's Park. A key design objective to date has been to reduce this as far as possible and Network Rail is continuing to explore how the impact of this can be mitigated with stakeholders.

4. STATION LOCATION SELECTION

4.1 Previous consultation

4.1.1 The main themes emerging from the first round of consultation was advocacy for the station as a whole tempered with concerns around incursion onto Hobson's Park for construction and operation of the station, views on the station design, access and amenities. Interest was also shown in integrating with bus services and other transport schemes being proposed on the Campus. The top 12 themes are detailed in Table 4.1.

Table 4.1 Top 12 themes from the first round of consultation

Theme	Description
Role of the station	Opinions on who would use the station
Opinion	Comments on levels of support, benefits or issues about the project
Station location and potential access	Opinion on the location options, reasons for the preferred choice and potential access methods
Station design	Views on elements such as the station building, lifts, toilets, cycle spaces and parking and public art
Transport	Matters such as bus, cycle and pedestrian connections, road access, parking on-street and onward travel onto the CBC
Engineering	Opinion on platform and track configurations, structures and utilities
Environment	Views on impacts on environmental designations, noise, vibration, flora and fauna, hydrology, biodiversity
Land requirements	Challenge on permanent and temporary land use requirements
People	Consider accessibility needs, health, recreational uses
Construction	Consider impacts during construction on local residents, CBC users, protect environment, location of construction compounds
Other projects	Consider interface with other proposed transport schemes and level of integration
Consultation	Question the level of information provided

4.2 Selecting the location

4.2.1 Since the first round of consultation, the project team has continued to engage with wider stakeholders and elicit further feedback on the station location options. All the feedback has informed the selection of a location closest to Addenbrooke's Bridge as our preferred station site (known as the northern option in the first round of consultation).

4.2.2 Table 4.2 describes some of the key feedback from the first round of consultation and how we have shaped our design from it.

Table 4.2 Summary of how feedback has shaped station location selection

You said …	We have …
Avoid as far as possible intrusion onto Hobson's Park	Re-sited compounds from the main Park as much as possible and moved the railway to the east away from the Park
Provide road access to the station from the east	Selected a location that provides road access from the east as opposed to the west
Protect the environment and natural areas	Started the process of scoping for the Environmental Impact Assessment (EIA). The EIA will identify the likely significant impacts and set out measures to mitigate such impacts and a Construction Environmental Management Plan will seek measures to monitor, control and manage construction impacts on the environment.
Provide high quality station facilities	Consulted with various interest groups to consider their accessibility needs. We will follow good design principles to provide as a minimum a safe, accessible and inclusive station environment.
Consider sufficient cycle parking capacity for station trips	Aimed to accommodate a mixture of Sheffield stands, two-tier racks and parking for larger sized cycles and inclusive cycles.
Retain the cycle path (NCN Route 11) under Nine Wells Bridge	Selected a location that allows our track to be configured to allow space to restore NCN Route 11 under Nine Wells Bridge once construction has ended
Consider good public transport links	Engaged with other public transport schemes and stakeholders to support an interchange with the station
Provide safe pedestrian and cycle access from both sides of the railway.	Analysed where people will be coming to and from the station in order to inform our design of connections to the wider area.

4.2.3 The preferred location selected:

- was favoured by the majority of stakeholders;
- connects most directly into the heart of the established Campus;
- integrates best with the existing bus services and proposed Cambridge South East Transport (CSET) and the Sawston Greenway transport projects;
- has the greatest potential to be visually contained on the north east of Hobson's Park;
- has reduced land footprint on both sides of the railway; and
- allows the cycle path to be restored post-construction under Nine Wells Bridge.

4.3 Interfacing projects

4.3.1 In addition to concurrent railway projects, there are a number of adjacent projects on the CBC to the east of the station.

- Development by Astra Zeneca;
- Possible development of Plot 9 by the University of Cambridge;
- A new segregated public transport route linking the CBC to a new travel hub near the A11/A1307/A505, known as Cambridge South East Transport (CSET); and
- A non-motorised user route to enable cyclists, pedestrians and equestrians to travel sustainably from Sawston into Cambridge; known as the Sawston Greenway.

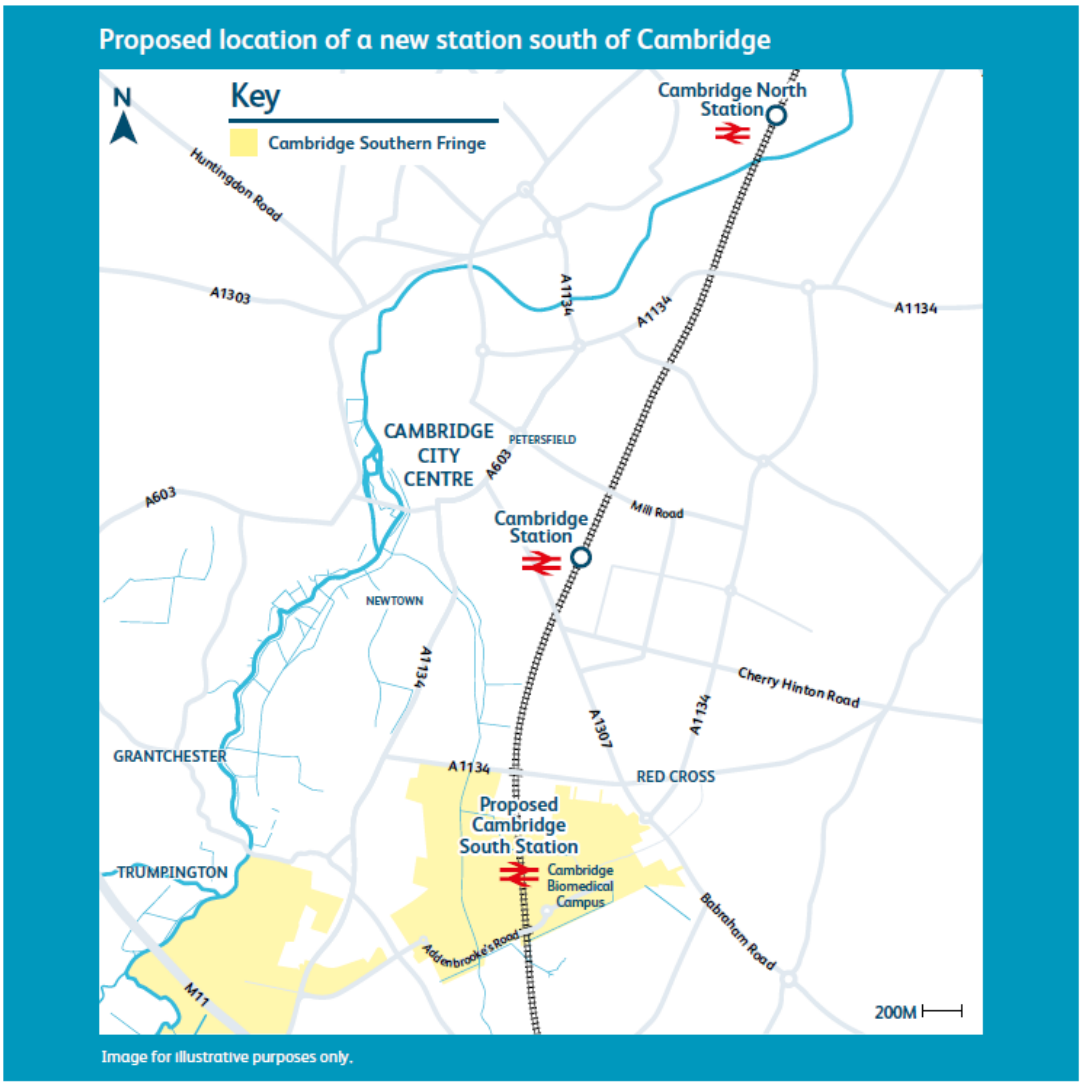
4.3.2 Whilst these projects are geographically interfacing schemes, it is also likely, subject to funding, that they will come forward at the same time as the new station. We will continue to engage with the relevant stakeholders as the projects develop.

5. THE PROJECT

5.1 Location

5.1.1 The new station is approximately two miles from Cambridge Station on the West Anglia Main Line (WAML) (see Figure 5.1).

Figure 5.1 Proposed location of the new station



5.1.2 It will be located adjacent to Addenbrooke's Bridge which carries the Guided Busway to the west of the CBC. Addenbrooke's and Royal Papworth hospitals and the planned growth area lie to the east and to the west lie the village of Trumpington, and Hobson's Park which is designated as Green Belt.

5.1.3 The Project crosses the local authority boundaries of Cambridge City Council and South Cambridgeshire District Council.

5.2 The proposals

5.2.1 The proposals include the provision of a new station on the WAML and supportive works in an area extending from a point approximately 250m south of Cambridge Station to a point approximately 350m south west of Shepreth Branch Junction. See Appendix A.

5.2.2 Table 5.1 sets out the key features of the Project.

Table 5.1 Key features of the Project

Feature	Description
Station	Construction of a new station on the WAML with lifts to reach the four platforms, access for vehicles on the east, access for pedestrians and cyclists from both sides of the railway and space for a total of 1,000 cycles arranged on both sides of the railway. See Appendix B.
Track and platforms	• Remodelling the existing track layouts and installing two additional loops to accommodate four platforms; • Enhancements to Shepreth Branch Junction; and • Modification to the southern approach to Cambridge Station.
Plant	Provision of supporting infrastructure such as overhead line electrification equipment and a substation for the purpose of powering railway systems.
Signalling	Modification of existing signals, equipment and associated cabling to allow new layout to be installed.
Telecommunications	Provision of new telecommunications facilities, relocation of a GSM-R mast and associated cabling.
Electrical and Power	Provision of power cables to serve railside and station infrastructure.
Drainage and culverts	Reconstruction of Tibbets Culvert to minimise flood risk and provision of additional sustainable drainage for the railway infrastructure and modification of several existing culverts to receive new track layout.
Highways	Modifications to roads and crossings as required to facilitate access and to the southern embankment of the Guided Busway to accommodate cycle parking on the east of the railway.
Level crossings	Closure of two private level crossings and provision of alternative access.
Footbridge and Public Rights of Way	Potential modifications to stepped footbridge BGK/1543B and, if required, to Great Shelford FP1 footpath.
NCN Route 11	Temporary diversion of NCN Route 11 and reinstatement post construction to its original alignment under Nine Wells Bridge.
Ancillary infrastructure	Additional elements to ensure the Project is built and can be operated in a safe, efficient manner, such as fencing, lighting, electrical connections, pedestrian and vehicle access.
Maintenance infrastructure	Provision of permanent maintenance compounds and rail access points for maintainer vehicles and/or pedestrians.

Feature	Description
Environmental	Potential environmental mitigation measures which could include planting/habitat creation and noise mitigation.

5.2.3 The following sections describe the features in greater detail.

The station facilities and access connections

5.2.4 Table 5.2 sets out the facilities proposed at the new station and Figure 5.2 shows the access arrangements to the station.

Table 5.2 Facilities at the new station

Station facilities	
East side	West side
Two-storey station building	
Covered connecting footbridges at northern and southern end of platforms	
Four platforms with all-weather cover to the trains the length of each platform	
Two lifts on each platform for step-free access from the station building to the platforms	
Cycle parking on both sides of the railway for a total of 1,000 cycles	
Pedestrian and cycle access paths from both sides of the railway	
• Space for: ○ Ticket office ○ Ticket vending machines ○ Retail/catering unit ○ Changing Places facility ○ Accessible and standard toilets ○ Baby changing facility ○ Waiting area ○ Seating ○ Staff facilities ○ Station operational areas • Five parking bays for Blue Badge Holders; • Three bays for passenger drop-off/pick up; • Three bays for taxi drop-off/pick up; • Two parking bays for staff; and • Two parking bays for maintenance staff.	• Space for: ○ Ticket vending machines ○ Retail/catering unit ○ Accessible toilet ○ Waiting area ○ Seating ○ Staff facilities ○ Station operational areas

Pedestrian and cycle access to the station

5.2.5 The site is located adjacent to Addenbrooke's Bridge with Accident & Emergency at Addenbrooke's Hospital up to 10 minutes' walk. Many of the routes approaching the site have shared footway/cycleway surfaces or on-street mandatory cycle lanes.

From the west

5.2.6 The existing uncontrolled crossing and western footway on the west from the Clay Farm development will be widened and link to a new primary access shared path for pedestrians and cyclists to the station. This path is proposed to be lit, have a permeable surface and a width of 4m. A connection to the Guided Busway footway will be provided from the new path.

5.2.7 An existing path in Hobson's Park will be raised and realigned to provide level access to the station forecourt.

5.2.8 Users of NCN Route 11 will access the station along the Guided Busway from the north west.

From the east

5.2.9 Vehicles will access the station from Francis Crick Avenue. Parking is restricted to Blue Badge holders and station staff and maintainers. Drop-off facilities are provided for private cars and taxis. All station infrastructure will be operated and maintained by a Train Operating Company (TOC) who would also manage the parking facility.

5.2.10 Access for pedestrians and cyclists will be provided within a new landscaped station forecourt. The station access road will have a raised crossing and tactile paving.

5.2.11 The traffic signal timings will be modified at the intersection with the Guided Busway and Francis Crick Avenue by the Green and the Gardens to incorporate the new station access. In addition, the controlled crossing facility on the southern arm of Francis Crick Avenue will be widened. The aim is to increase the crossing time for pedestrians and cyclists at this busy thoroughfare. See Appendix C.

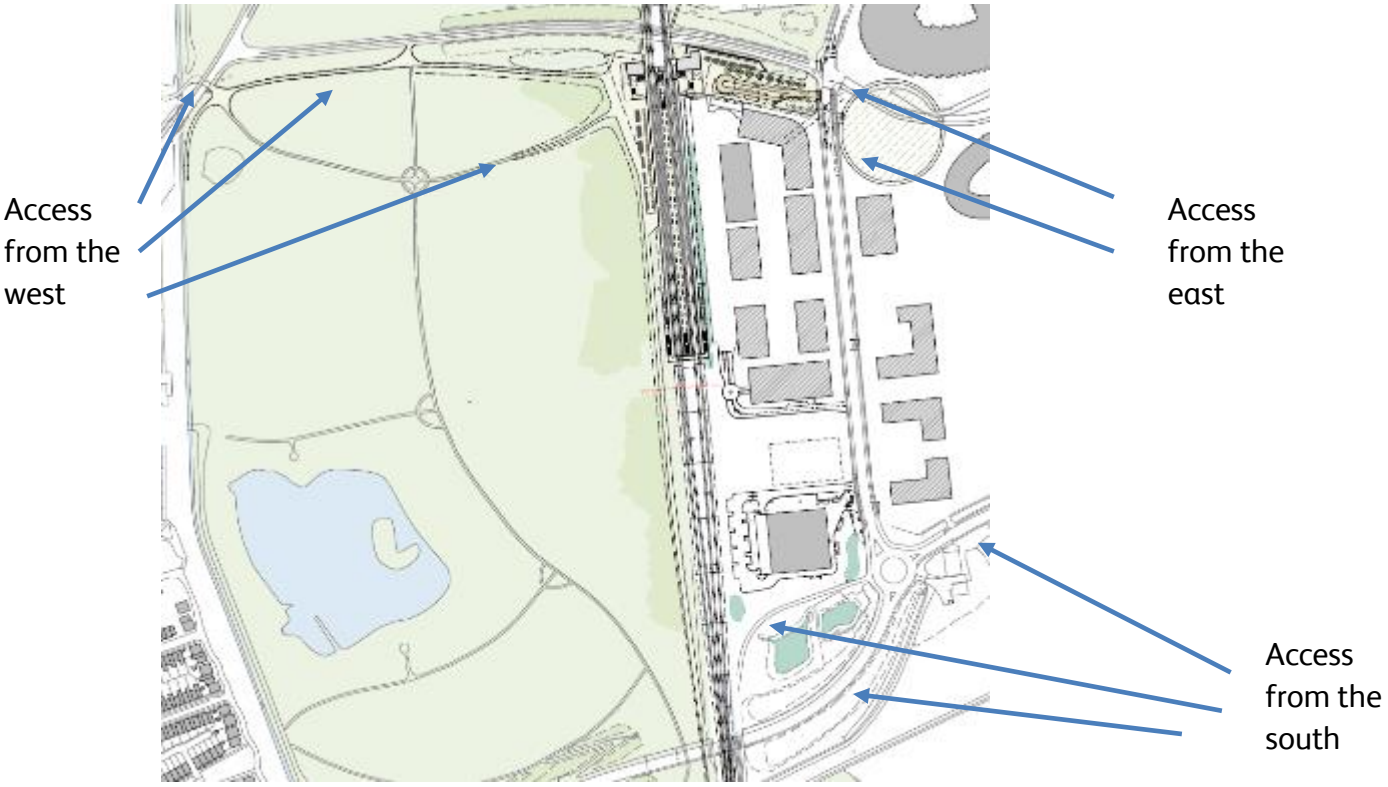
5.2.12 Details of this are being worked through with the CBC estate management and the Local Highways Authority. The final arrangements will be coordinated with proposals by CSET.

5.2.13 Similar to drivers dropping off patients at hospitals, it is anticipated that vehicles coming into CBC to drop off passengers for the station would not be fined by the route enforcement system which is in place to prevent the CBC being used as a through route.

From the south

5.2.14 Users from the south on the east side of the railway will access the station via National Cycle Network (NCN) Route 11 south of Addenbrooke's Road. Part of this route will need to be temporarily diverted during construction but will be restored to its original alignment under Nine Wells Bridge after construction has ended. See Section 6 for details of the temporary diversion route for NCN Route 11.

Figure 5.2 Access arrangements to the station



Bus interchange

5.2.15 Several local bus services pass close to the site, e.g. opposite Royal Papworth Hospital, providing connections to the city centre and other areas within Cambridgeshire. These services vary in terms of route depending on day and time of service.

5.2.16 The CSET project proposes stops located to the south of the station entrance on Francis Crick Avenue. Consultation[3] on the CSET route is currently underway.

5.2.17 We are engaging with other public transport schemes and stakeholders to support an interchange with the station.

5.2.18 The final location for rail replacement buses to serve the station will be developed in later design stages.

Design of the station buildings

5.2.19 Local communities are neighbours of our assets and our customers. It is critical that the design and development of our assets is undertaken in a way which enhances lives in a positive and socially responsible manner. Our assets are incorporated into the narrative of daily lives, so we need to understand how any changes will impact the character of local communities.

[3] https://www.greatercambridge.org.uk/CambridgeSET

5.2.20 Figure 5.3 and Figure 5.4 show indicative visualisations of how the station could look from the east and the west. Appendix D and Appendix E show the same in larger format. The layouts shown within the station buildings are indicative and will be developed further in later design stages.

Figure 5.3 Indicative visualisation of the station on the east

Figure 5.4 Indicative visualisation of the station on the west

5.2.21 At this stage of design, a Diversity Impact Assessment (DIA) has been undertaken to inform design and support access for all users and those with protected characteristics, as set out in the Equality Act 2010.

5.2.22 The design of the proposed station will be further informed by the DIA to ensure that the overall station layout is developed to create an accessible and comfortable environment which meets the needs of stakeholders, the TOC, and sits comfortably within its context.

Cycle parking

5.2.23 At this stage of design, space is provided for a total of 1,000 cycles, arranged on the east and west sides of the railway. The configuration of the cycling parking on both sides will be subject to further design stages however, we aim to accommodate a mixture of:

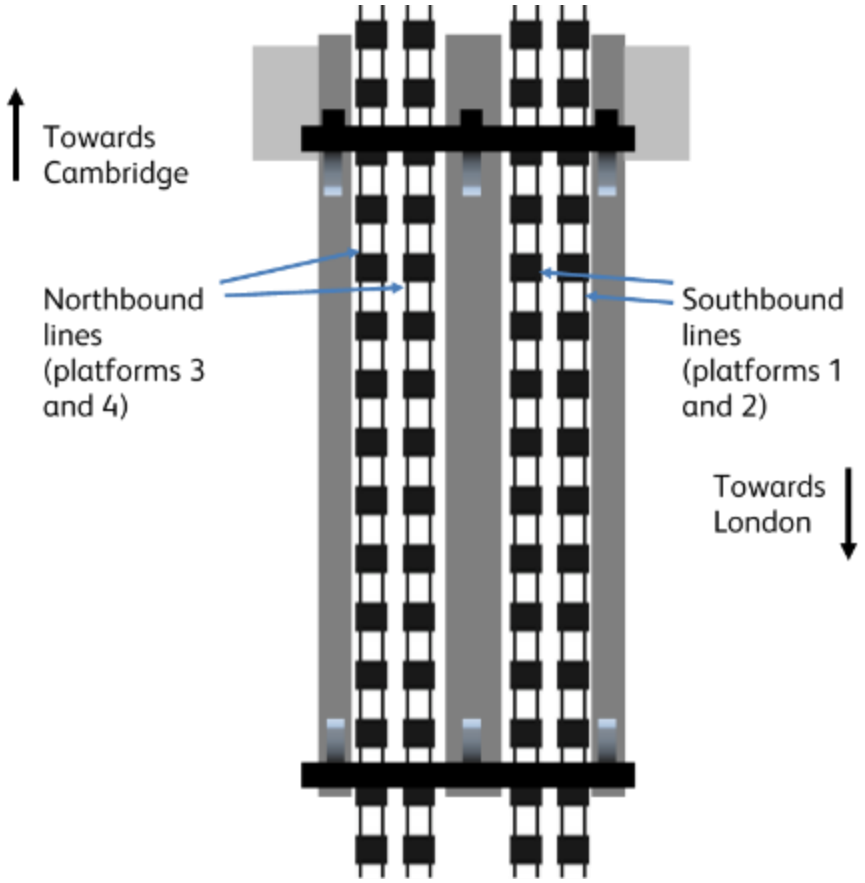
- stacked racks (60–70 %) with 2.5m - 3m access;
- standard Sheffield stands (20–30 %) with 1.5m between Sheffield stands; and
- space for non-standard cycles (up to 5 %).

The tracks and platforms

5.2.24 The platforms will be 250m long. The existing tracks of the WAML will be re-laid to allow a central island platform to be installed. A loop on each side of the re-laid tracks will be installed with a single platform on the outer sides.

5.2.25 Two platforms will serve northbound services (Down lines) and two will serve southbound services (Up lines); see Figure 5.5.

Figure 5.5 Indicative layout of the tracks and platforms



5.2.26 The platforms will offer all-weather cover for passengers accessing the trains and seating will be spread along the length of the platforms so that dwell times can be managed without sacrificing passenger comfort.

Plant and Overhead Line Equipment

5.2.27 In the vicinity of the new station, approximately 25 new portal structures and extended arm twin track cantilevers will be installed to support the overhead power cables to provide traction power to trains.

5.2.28 At Shepreth Branch Junction, the junction remodelling works will require approximately 30 new portal and single-track cantilever structures. Some of these will replace existing structures.

5.2.29 In the area on the southern approach into Cambridge Station, there will be around 10 new portal and single-track cantilever structures.

Signalling

5.2.30 Works to provide new signalling infrastructure are required as part of the Project to make sure that trains operate safely and performance is as effective as possible.

5.2.31 Structures are typically up to 4m tall, offset from the track by about 2m. Details will be developed in later design stages.

Telecommunications

5.2.32 A GSM-R mast for railway communications, similar to a mobile phone mast, is currently located by Shepreth Branch Junction. This is proposed to be relocated to the west to allow a section of new track to be installed.

Electrical and power

5.2.33 A substation including a transformer will be incorporated within the western station building. This will provide power to the new station buildings, platforms and lifts.

5.2.34 A transformer substation will be installed south west of Nine Wells Bridge. This will provide power to railway systems. In addition, a permanent enclosure for railway plant and equipment will be located in the same area.

Drainage and culverts

5.2.35 Swales and attenuation basins to regulate the water going into the existing watercourses will make sure that the proposed drainage system of the station and associated track will have minimal impact on the flow and efficiency of the existing watercourse/drainage network.

5.2.36 Wherever possible, sustainable drainage system techniques would be utilised, as appropriate, to prevent adverse effects on flood risk to the scheme and third parties through attenuation of flows. Current high-level proposals also recognise the need for below ground flood storage within the area of the station forecourt to the east.

5.2.37 The drainage strategy will demonstrate how the new station and its associated infrastructure would be drained to appropriate standards and verify that any proposed changes to existing drainage features would not compromise their existing capacity or cause detriment to the functioning of the wider drainage system serving the CBC.

5.2.38 Drainage design will be developed further. This will accord with a number of design principles that align with Network Rail's design guidance on drainage.

Station drainage

5.2.39 It is proposed to channel all station-related run-off into a separate railway drainage system. Surface water drainage from both station buildings and paved areas will be attenuated within flood storage arrangements provided exclusively for railway infrastructure.

5.2.40 The existing highway drainage flow at the east side of the track will be accommodated within separate storage. The contributing catchment to the existing pond/s at the north of Addenbrooke's Road will remain the same, and its outflow towards the south ditch will not be changed.

5.2.41 Foul drainage will be connected to public sewers.

5.2.42 The final arrangements will be coordinated with drainage proposals by CSET.

Track drainage

5.2.43 Track drainage is proposed where additional tracks will be added to the railway. The proposal is to build swales and attenuation ponds at various locations to receive and hold water from the track formation.

5.2.44 Precise details of track drainage will be determined by geology, ground conditions, earthworks present or required and existing drainage.

Culverts

5.2.45 It is proposed to renew an existing culvert below the railway to mitigate flood risk. Tibbets Culvert adjacent to the Guided Busway will be enlarged and will connect to the existing Hospital Culvert that discharges into North Ditch in the proposed station area. Modification of several existing culverts to receive new track layout will be required.

5.2.46 Some existing ditches may be impacted during construction and temporary measures will be provided to avoid increased flood risk.

Discrete drainage systems

5.2.47 Drainage for discrete areas such as compounds will be managed on a site-by-site basis, in most cases via grading of the compound area towards perimeter attenuation ditches.

5.2.48 During construction foul water from welfare facilities will be discharged to the local foul drainage network if a connection is available, otherwise an above ground foul water processing plant will be used to treat the foul water, allowing it to be discharged into a nearby watercourse. On the satellite compounds, the alternative to a mains drainage connection would be an above-ground foul tank, emptied every month for disposal to a sewage treatment works.

Highways

5.2.49 The crossing and footway to the west of Hobson's Park over the Guided Busway will be widened.

5.2.50 The access from Addenbrooke's Road may need to be modified for construction and maintenance vehicles and to provide an alternative access for the closure of the two private level crossings.

Footbridge and Public Rights of Way

5.2.51 Works may be required to alter the existing stepped footbridge (ref BGK/1543B) which crosses the WAML at Shepreth Branch Junction to maintain safety for users of the footbridge following any changes to infrastructure. Great Shelford FP1 footpath may need to be altered accordingly. The exact scope is to be confirmed.

Ancillary infrastructure

5.2.52 Table 5.3 sets out the additional items of work required to support the main elements of the Project described above.

Table 5.3 Ancillary infrastructure

Item	Description	Location
Fencing	Fencing will be required along the new permanent NR boundary.	Fencing will be appropriate for any given location.
Lighting and CCTV	Lighting and CCTV will be provided for the safety and security of station and platform users. Lighting, in the form of LED, downward facing, directional fittings, will be provided at complex junctions.	Lighting and CCTV will be provided in: • Station forecourt on the east and west sides of the railway • Station buildings and platforms • New path on the west on Hobson's Park
Utilities	Diversion of existing and provision of new utilities connections to facilitate construction and operation of the Project.	Locations to be confirmed.
Maintenance access	Vehicle and pedestrian access to be provided for maintenance.	Locations for maintenance access are proposed: • By Websters Level Crossing; • South of Nine Wells Bridge on the east side of the railway; • North of the Guided Busway on the east side of the railway; • North of the Guided Busway on the west side of the railway; and • South of Nine Wells Bridge on the west side of the railway.

Shepreth Branch Junction

5.2.53 At this location works involve the realignment of the existing track at Shepreth Branch Junction to permit the line speed through the junction to be increased from 30mph to 50mph. This requires new track to be constructed to the west of Network Rail's existing land ownership. Additionally, track realignment of the Royston branch curve is required for these line speed improvements.

5.2.54 These works are required to maintain performance of train services for passengers.

5.2.55 Approximately 30 new portal and single-track cantilever structures will be constructed. Some of these will replace existing structures.

5.2.56 Works may also be required to alter the existing stepped footbridge (ref BGK/1543B) which crosses the WAML and lines at Shepreth Branch Junction to maintain safety for users of the footbridge following any changes to the infrastructure. The exact scope is to be confirmed.

5.2.57 Two private level crossings, namely Websters and Dukes No.2 level crossings, are proposed to be closed and alternative access provided.

5.2.58 An existing GSM-R Mast will need to be relocated to the west side of the railway to allow new track to be installed.

Southern approach into Cambridge Station

5.2.59 In summary the works involve an extension to the existing shunt spur and the addition of a crossover which will connect the shunt spur to the WAML. This will provide more flexibility for train movements into Cambridge Station.

5.2.60 The extension of the shunt spur and the crossover will have overhead line. There will be around 10 new portal and single-track cantilever structures within the existing railway boundary.

5.2.61 The works are located wholly within Network Rail's operational land ownership.

5.3 Evacuation and emergency services

Evacuation

5.3.1 The platforms will be provided with two footbridges located near the north and south ends of the platforms. The east and west entrances and island platforms 2 and 3 are provided with passenger lifts to access the northern footbridge.

5.3.2 The use of these lifts for evacuation will be subject to a dynamic risk assessment by the station operator at the time of evacuation to determine if the risk of using the lifts for evacuation is as low as reasonably practicable. If the location of the fire prevents persons with reduced mobility accessing the lifts to complete their evacuation, a passenger refuge will be required at the southern ends of the platforms 2 and 3. The detail of this refuge and a comprehensive fire and evacuation strategy will be developed in later design stages.

5.3.3 Secondary means of escape are proposed via ramped access points at the southern ends of the side platforms. On the west this is proposed onto Hobson's Park; the route on the east is to be developed further.

Emergency vehicles

5.3.4 Access for emergency vehicles will be via Francis Crick Avenue on the east side. The eastern station forecourt layout incorporates a turning circle for firefighting vehicles.

5.3.5 On the west emergency vehicles will access the station building via Addenbrooke's Road and under Nine Wells Bridge.

5.4 Operations and maintenance

Operational Working Hours

5.4.1 Operational hours for the station will be confirmed at a later stage of design. These may be similar to other stations in the proximity:

- Monday to Saturday: 05.30 – 23.30; and
- Sunday: 07.30 – 22.30.

Maintenance

5.4.2 To ensure safe and effective operation of the station and associated railway infrastructure, maintenance activities will be required. A detailed Maintenance Strategy will be prepared during detailed design, but it is likely that the following activities will be required:

- Cleaning;
- Repairs;
- Switch and crossing (S&C, i.e. point work) inspection;
- Inspection and maintenance of swales and attenuation ponds;
- Drainage system inspection and maintenance;
- Control system maintenance and repair; and
- Regular railway asset inspections.

5.4.3 Permanent access and maintenance areas will be required to support these proposed activities. Whilst the precise locations of these sites will be fully determined during detailed design, sufficient area within the TWAO boundary is provided to accommodate this infrastructure. There will be a need to secure on-going rights related to management and maintenance over third party land.

Maintenance visits and working hours

5.4.4 There will be a small amount of site and associated traffic during the operation of the station for the purposes of planned maintenance visits. Planned maintenance can be carried out more safely whilst trains are not running/ not so many trains are running so these visits are likely to occur outside of operational working hours.

5.4.5 In addition, there may be instances where necessary unplanned maintenance activities will be required, for example, to repair damage caused by weather or vandalism.

5.4.6 Any activities will be managed according to appropriate management plans and in accordance with Network Rail's policies relating to the environment and safety.

6. CONSTRUCTION

6.1 Emerging proposals

6.1.1 This section summarises the emerging strategy to construct the station. It provides a description of key features of the construction activities, such as construction compounds, access points and haul routes.

6.1.2 The approach to construction draws upon the expertise and experience of specialists who have worked on similar projects.

6.1.3 Construction planning is in its early stages and will be further developed over the next 12 months so the information presented is provisional.

Programme

6.1.4 Subject to the TWAO being granted and funding being received in a timely manner, the potential period for construction is 2023-2026.

6.1.5 Construction will not be continuous during this period and will be staged in a manner to minimise disruption to lineside neighbours and railway passengers.

6.1.6 In reality, the programme of works will be subject to constraints, among them the availability of resources, timing of railway blockades, possessions and interfaces with other local projects.

6.1.7 As there will be a need to take possession of operational railway whilst safety-critical works are undertaken, planning for this will be critical to communicate accurate, relevant and timely information to passengers in advance of any timetable changes. Various teams will liaise on plans to minimise disruption to passengers and communicate with lineside neighbours well in advance of the start of works.

6.1.8 We are currently working to refine and reduce the construction period as far as possible.

Phasing of Construction Works

6.1.9 A high-level phasing plan to construct the station has been prepared. This takes account of the fullest extent of works, the operational requirements of the existing railway and the limitations they impose along each section of the railway. It also takes account of and balances the access and resource requirement across the length of the Project. This will be subject to change.

6.1.10 We propose to build the new station in phases, whilst trains continue to run as much as possible.

6.1.11 The existing Up and Down lines must be diverted around a new central island platform. Additional lines must be added alongside new flanking platforms.

6.1.12 To achieve that, it is judged that two new lines will be constructed to the east of the existing lines whilst the railway is operational. When complete, the existing lines will be diverted to allow the construction of the island platform and two new lines to the west.

Construction activities

6.1.13 The main construction works will involve:

- Construction of the station buildings, forecourt and access paths;
- Construction of stairs, connecting footbridges and lift shafts;
- Installation of new tracks and platforms;
- Diversion of new lines to allow construction of platforms;
- Provision of associated railway infrastructure;
- Interface with existing structures;
- Signalling and OHLE works;
- Utilities diversions;
- Drainage including alterations to existing site drainage;
- Temporary diversion and reinstatement of NCN Route 11;
- Changes to the intersection of the Guided Busway and Francis Crick Avenue; and
- Enhancement works at Shepreth Branch Junction and the southern approach into Cambridge Station.

6.2 General working arrangements

6.2.1 The area within which the majority of the works for the Project will be undertaken is operational railway. To enable construction temporary restrictions or closures to rail traffic will be required.

6.2.2 The strategy to gain access to the railway and to implement construction will be location dependent, taking account of the operational status at each location.

6.3 Construction compounds

6.3.1 A number of compounds will be required temporarily in order to facilitate and manage construction. The exact siting and size of compounds will take into account consultation with landowners, environmental features, topography and ownership of land for access.

6.3.2 Each compound will act as a point of access off the highway network to the Project. The design of access points and junctions will take into account comments received during consultation from the Local Highways Authority.

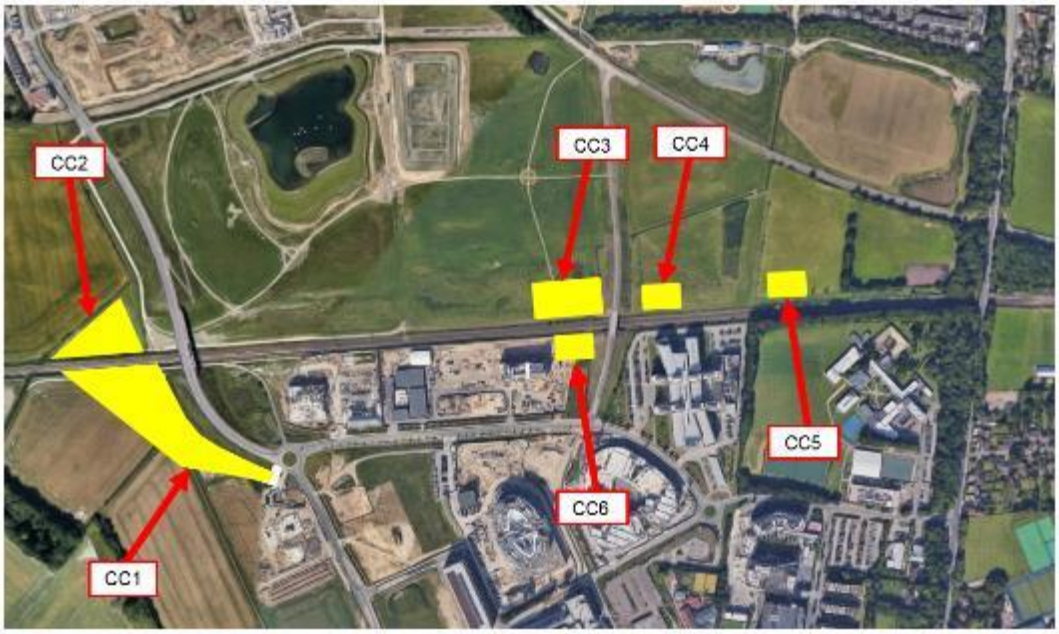
6.3.3 There will be two main types of compound:

- Strategic compound – this is a larger, main compound from which construction and main project management is undertaken consisting of a main office space, main welfare facilities and processing and storage of site-won materials (such as excavated soil); and
- Satellite compound – this is a smaller compound from which construction for that sub-section is managed, comprising small offices and welfare facilities, storage of plant and materials and some material processing.

6.3.4 We propose to establish two strategic compounds and four satellite compounds to support the different elements in the vicinity of the station; see Figure 6.1 for proposed compound locations for the station and track works. These may support the following activities:

- **CC1**. On the Up side (Southbound, towards London), south of Nine Wells Bridge to the east of the railway alongside the track from Addenbrooke's Road/Dame Mary Archer Way roundabout. It is anticipated that this will be the main construction compound for the site housing all the associated site infrastructure including car parking, offices, welfare, stores, materials handling, waste handling.
- **CC2**. On the Down side (Northbound, away from London), south of Nine Wells Bridge. This area will service works on the Down side of the railway and will be a strategic compound.
- **CC3**. On the Down side, a satellite compound to support construction of the west station building.
- **CC4**. On the Down side adjacent to Addenbrooke's Bridge carrying the Guided Busway to facilitate construction of the Down Loop and to crane in elements of the S&C for the Up Loop. This will be a satellite compound.
- **CC5**. On the Down side adjacent to the northern end of the Down Loop to facilitate construction of the Down Loop and to crane in elements of the S&C for the Down Loop. This will be a satellite compound.
- **CC6**. At the north east of the Astra Zeneca car park/service yard to support construction of the east station building and forecourt. This will be a satellite compound.

Figure 6.1 Proposed strategic and satellite compounds, CC1 to CC6



6.3.5 Each compound will require utilities supplies. Where local services are available this will be from mains provided connections. Connections will be determined on a site-by-site basis.

6.3.6 To service the works at Shepreth Branch Junction, it is proposed to install three temporary compounds on the west, accessed via a haul road from Addenbrooke's Road parallel to the railway; and a compound on the east, accessed via Granham's Road. These are shown in Figure 6.2:

- **CC7**. On the west side of the railway near to Dukes No. 2 Level Crossing to support construction of the turnout onto WAML. This will be a satellite compound.
- **CC8**. On the west side of the railway midway between Dukes No. 2 Level Crossing and Websters Level Crossing to support construction of a crossover. This will be a satellite compound.
- **CC9**. On the west side of the railway at Websters Level Crossing to the junction re-modelling. This will be a main compound.
- **CC10**. On the east side of the railway at Websters Level Crossing to the junction re-modelling. This will be a satellite compound.

Figure 6.2 Proposed strategic and satellite compounds, CC7 to CC10

6.4 Site access arrangements

6.4.1 Compound preparation will require works to gain access. These will be followed by preparation of the compound area. Typically, these mobilisation activities will comprise:

- Removing topsoil;
- Installing drainage, wherever necessary;
- Providing a geo-textile layer, then stone surface;
- Providing concrete strip foundations for welfare buildings; and
- Installing welfare buildings.

6.4.2 It is likely that topsoil removed will be shaped into 2m-high bunds around the perimeter of each compound for storage until reinstated after completion. The bunds will be seeded to control weed growth and surface water run-off.

6.4.3 Access footpaths, car parking and access roads to the welfare buildings will be created within the compounds. These facilities are to be segregated from storage areas for materials and large plant and the materials processing area.

6.4.4 The construction compounds will be the main access points for the Project during construction. Any access rail side for the purposes of construction will therefore be via a compound.

6.4.5 Access roads are required between the access points and compounds and/or haul roads; see Figure 6.3 and Figure 6.4.

- **AR1**. From AR1 via a track from Addenbrooke's Road/Dame Mary Archer Way roundabout at the southern end of Francis Crick Avenue. A short access road across to the railway would be required. This will require an upgrade of an existing unmetalled access and will require the temporary diversion of the National Cycle Network (NCN) Route 11 during the construction period. This is a key access and will be well used.
- **AR2**. From AR2 via a track just north of Hobson's Brook just south of Nine Wells Bridge, 1544C. Active or redundant farmland is present to both east and west sides of the railway, at or near grade (i.e. at the same level as the railway), with remnant access tracks visible created during construction of the highway and Nine Wells Bridge. The corridor, including the remnant access tracks, is within the boundary of Hobson's Park.
- **AR3**. From AR3, via an existing access from Long Road into the St Mary's School playing fields. This is an existing metalled access which is already suited to the intended purpose although it is likely to need repair on completion of the works. The track is relatively narrow although considered suited to occasional construction plant movements.
- **AR4**. From AR4 along the eastern toe of the Guided Busway north embankment There is no existing path, and an unmetalled road would be required for the duration of the work. This road may need to cross a swale assumed to be required for the Guided Busway drainage. In this case, a temporary pipe crossing would be used.
- **AR5**. From AR5 along the western toe of the Guided Busway southern embankment. There is no existing path and an unmetalled road to the railway will be required until the area is transformed into the eastern station forecourt.
- **AR6**. From AR6 via a track just north of Hobson's Brook just south of Nine Wells Bridge, 1544C. A bridge over Hobson's Brook and an unmetalled road along the Brook and the edge of the field towards Shepreth Branch Junction will be required. The bridge will provide permanent access to the field for agricultural use.
- **AR7**. From AR7 via footpath Great Shelford FP1 from Granham's Road. This may require an unmetalled road. This road may need to cross a watercourse so a temporary pipe crossing would be used.

Figure 6.3 Proposed construction access roads, AR1 to AR6

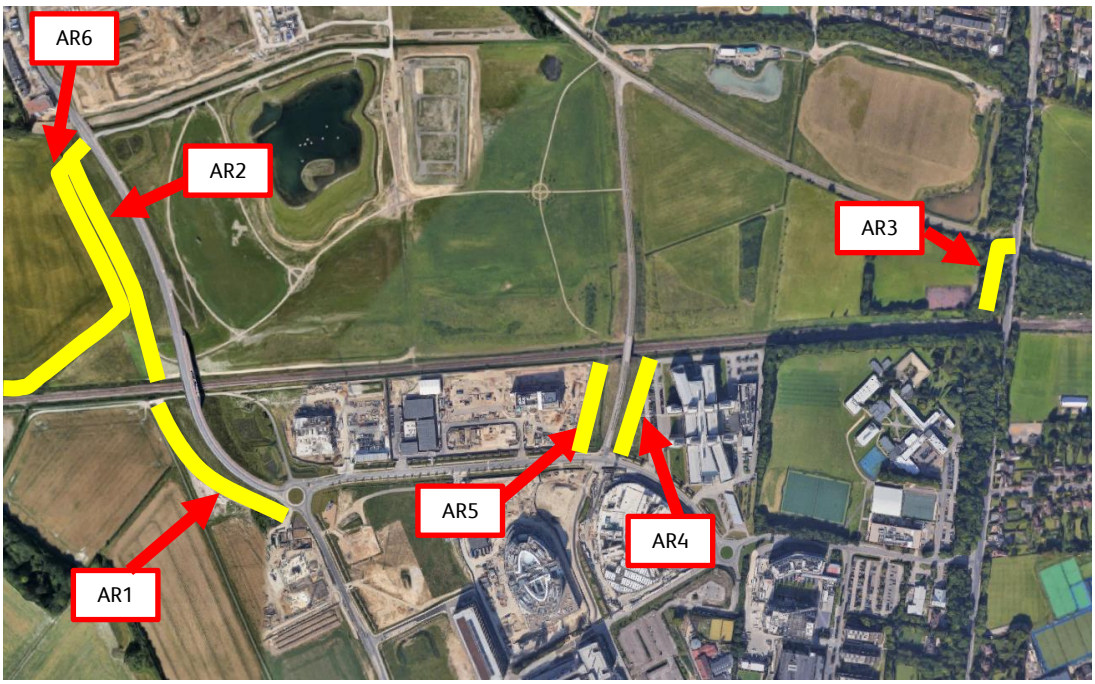


Figure 6.4 Proposed construction access road, AR7

6.4.6 The access strategy for the Project is still in development, however, each compound will have a dedicated access route identified using the following criteria:

- There is to be a single dedicated delivery route to each compound, both strategic and satellite;

- Use is to be made of the widest and most direct routes to access Junction 11 of the M11.
- Construction traffic is to avoid travelling through villages/residential areas if possible;
- Construction traffic is to avoid routes that will pass sensitive receptors such as schools; and
- Construction traffic is to avoid routes which are twisty or involve many turning manoeuvres.

6.4.7 Possible routes are currently being assessed for constraints and will be developed in consultation with the Local Highway Authority. The routes, once agreed, will be set out in a Construction Traffic Management Plan.

6.5 Works areas and access routes

6.5.1 The land within the Project boundary takes account of requirements for both works areas and access routes. This is to seek to minimise construction traffic on local roads.

Haul routes

6.5.2 Haul roads will provide access to works areas from compounds. The preferred layout will be to have a single direction haul road located on each side of the railway corridor. This is to allow for access to both sides of the works corridor without affecting any ongoing construction operations. In some locations, the positioning of a haul road is to be restricted to one side of the railway corridor only. This results in a requirement for bi-directional haul roads.

6.5.3 At some locations there may be a need to route haul routes around an environmental feature or land resources or avoid these at all. In these instances, access to works areas along the construction corridor is the only viable option.

6.5.4 Provision of the haul roads will be undertaken alongside compound set up as part of the mobilisation for the construction phase.

6.5.5 There are works to either side of the railway at some points, so access will be required along both sides of the railway along the extent of the proposed works. Proposed haul routes are shown in Figure 6.5 and Figure 6.6. Further work to refine these and minimise impact further will be undertaken in later design stages.

- **HR1**. From Nine Wells Bridge, along the Up side railway boundary to the east of the railway, south to Nine Wells Stream.
- **HR2**. From Addenbrooke's Road along the Down side railway boundary to the west of the railway south to Nine Wells Stream.
- **HR3**. From Addenbrooke's Road, along the Down side railway boundary to the west of the railway towards Addenbrooke's Bridge. This is through Hobson's Park.
- **HR4**. On the Down side, from Long Road across the field to the west of the railway towards Addenbrooke's Bridge.
- **HR5**. Along the Up side railway boundary to the east of the railway along the rear of the Medical Research Council Laboratory site.

- **HR6**. Along the Up side railway boundary to the east of the railway at the rear of the Biomedical Campus between Nine Wells Bridge and Addenbrooke's Bridge.
- **HR7**. From Addenbrooke's Road, over and along Hobson's Brook to the west of the railway south to Shepreth Branch Junction.

Figure 6.5 Proposed haul roads, HR1 to HR6

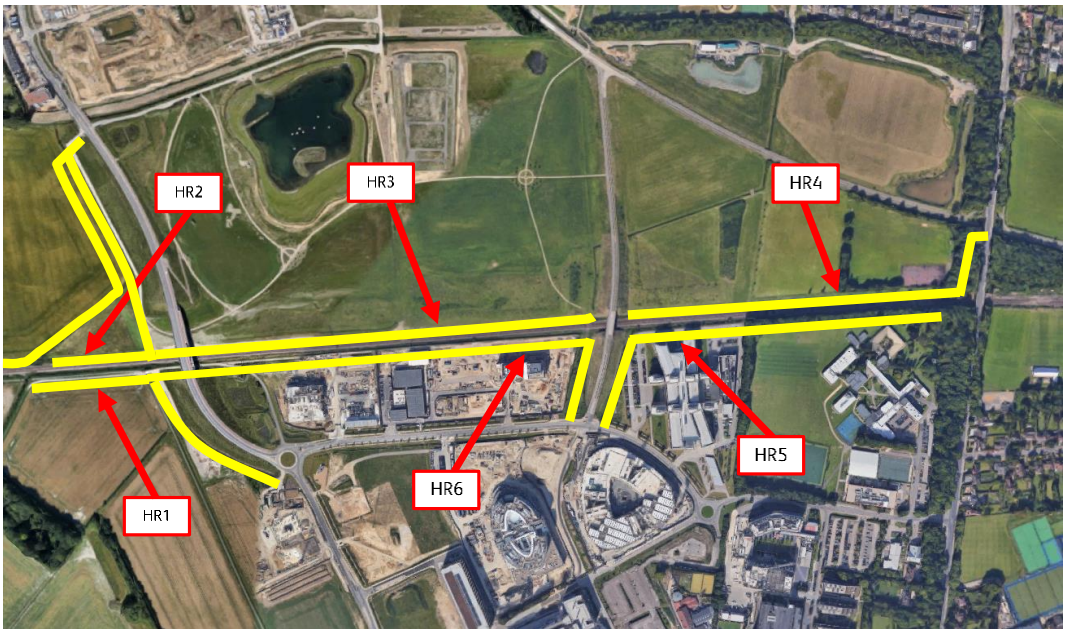


Figure 6.6 Proposed haul road, HR7

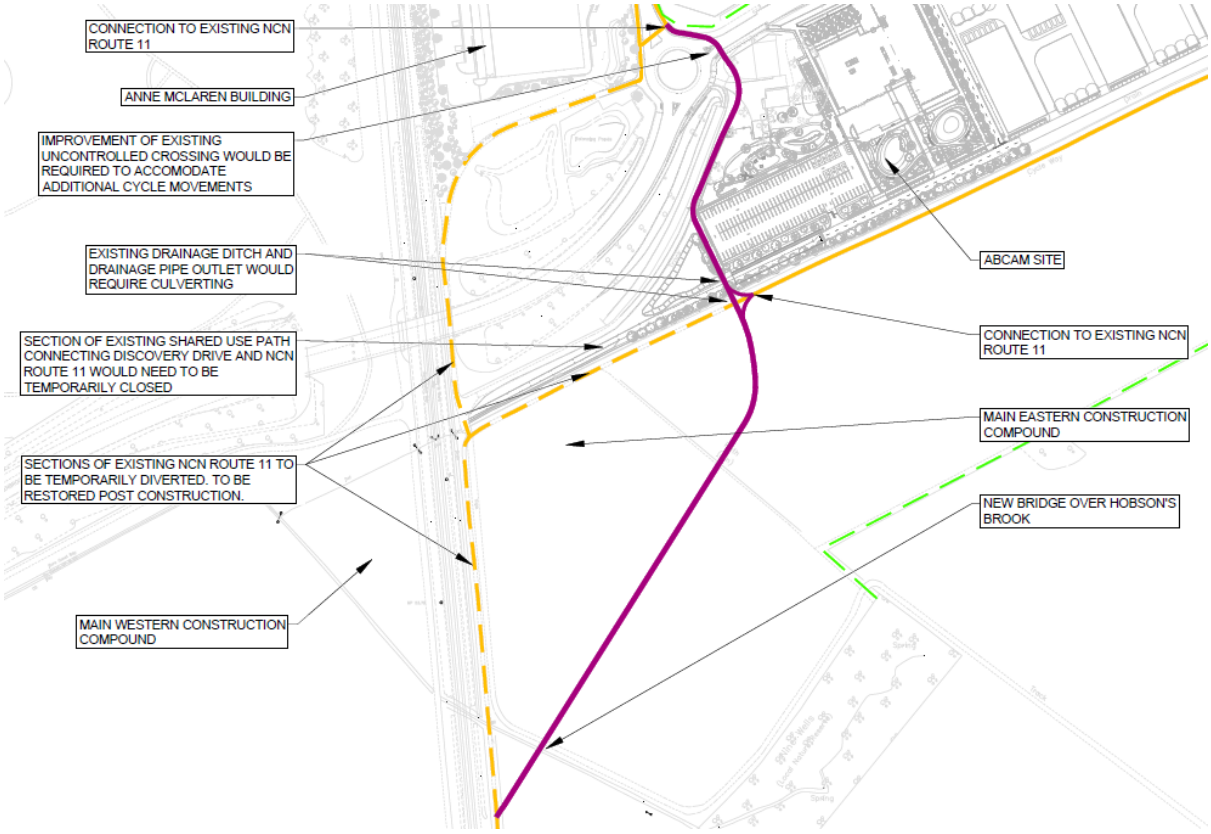
6.6 Temporary diversion of National Cycle Network Route 11

6.6.1 National Cycle Network (NCN) Route 11 links Great Shelford with Waterbeach via Cambridge city centre. In the vicinity of the station it runs parallel to the east side of the railway from Great Shelford, across Hobson's Brook, under Nine Wells Bridge and joins the cycle lane on Francis Crick Avenue, over Addenbrooke's Bridge and then alongside the Guided Busway going north towards Cambridge City Centre.

6.6.2 Works to widen the tracks under Nine Wells Bridge and the siting of the main eastern compound to the south east of the bridge will result in a section of NCN Route 11 being temporarily stopped up and a diversion route provided to the east – see

6.6.3 Figure 6.7 and Appendix F.

Figure 6.7 Temporary diversion route of NCN Route 11



6.6.4 The temporary diversion will start south of Hobson's Brook and cross over a new temporary bridge over Hobson's Brook. The path will be up to 4m wide and travel along the east side of the main eastern compound towards Addenbrooke's Road roundabout.

6.6.5 Improved pedestrian and cycle crossing facilities will be provided on the Dame Mary Archer Way and Francis Crick Avenue arms of the roundabout. The diversion will connect to the cycle lane on Francis Crick Avenue.

6.6.6 The CSET project has an interface with the Project at this location so these proposals may be refined as the projects develop further to minimise disruption to the public.

De-vegetation

6.6.7 De-vegetation and site clearance will be undertaken as required following installation of the haul roads. The work will progress from the compounds outwards toward the adjacent compounds in both directions. The work will result in a stockpile of trees and brushwood prior to chipping. The brushwood will be retained on site to encourage biodiversity.

6.6.8 Construction of the station and new paths on the west will require the need to remove permanently some of the trees on Hobson's Park, some of which were planted by children from Fawcett School in 2012.

6.6.9 Our current plan is to carefully lift the trees and temporarily replant them elsewhere in the Park and nurture them before returning them to their original positions in the Park (or close by) once the station has been built. Should the plants not survive this temporary move we would replace them with plants of the same species. We aim to save as many trees as we can and will consult with Cambridge City Council and Fawcett School.

6.7 Utility diversions

6.7.1 There are several utility services that will be affected by the Project and will require diversion as part of the construction phase. Where possible, those utility services located within existing roads will be diverted under traffic management. In the event that there is insufficient space to undertake the required works and provide the necessary road space for traffic, temporary road closures and diversions will be proposed.

6.7.2 All works proposed in relation to the public highway will be arranged in consultation with the Local Highway Authority and undertaken under a specific traffic management scheme. All utility service works will be designed and planned in consultation with the owning Statutory Providers responsible for those services.

6.7.3 Buried utility services that will be crossed by haul roads will be appropriately protected in agreement with the utility owner, which will be installed following de-vegetation and clearance in preparation for the haul road construction.

6.7.4 Certain buried utility services, such as high-pressure gas pipelines, will require an exclusion zone to be provided, prohibiting excavation or machinery, except for that directly engaged in diversion works.

6.8 Public highway works

6.8.1 Works required to public highway network for the Project will be designed in consultation with the Local Highway Authority. All utility service works will be designed and planned in consultation with the statutory undertakers responsible for the services.

6.9 Code of Construction Practice

6.9.1 To reduce the effects of construction on communities and the environment, Network Rail will seek to agree a Code of Construction Practice (CoCP) in consultation with the Local Planning Authority.

6.9.2 The CoCP will identify how construction impacts such as traffic, noise, vibration and dust will be monitored, controlled and managed.

6.9.3 Access to public areas will be maintained during construction. By law, we must implement measures to manage access across defined boundaries and consider the site characteristics and identify hazards and how these will be managed.

6.9.4 On Hobson's Park, we will ensure that vulnerable groups are protected from construction areas e.g. by securing sites adequately when finishing work for the day and fencing areas to exclude unauthorised people.

7. ENVIRONMENTAL CONSIDERATIONS

7.1 The need for Environmental Impact Assessment

7.1.1 Applications for Transport and Works Act Orders are made in accordance with the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 (the Applications Rules).

7.1.2 Rule 7 requires the submission of an Environmental Statement, for works that fall under Annex I or Annex II to the Environmental Impact Assessment Directive (European Council Directive 2011/92/EU) (as amended). This Project will require an Environmental Statement under Annex II.

7.1.3 Environmental Impact Assessment (EIA) is a process of evaluating the likely significant environmental impacts as a result of the construction and operation of a proposed project or development on the natural and physical environment and the relationship of people with that environment.

7.1.4 The assessment for this Project will look at the likely significant impacts of our proposals and, where appropriate, identify measures to avoid, reduce or mitigate such impacts.

7.1.5 These measures could include contributing to the Clay Farm Public Art Strategy, creating new and more diverse habitats, planting trees and hedges, introducing new ponds and protecting watercourses.

7.1.6 The assessment will also ascertain cumulative effects generated by other known 'committed' developments coming forward at the same time as the Project.

7.1.7 Further engagement with relevant stakeholders will be undertaken as the EIA progresses.

Scoping Opinion

7.1.8 A request for a Scoping Opinion, submitted as a Scoping Report, will be made to the Secretary of State for Transport in the Autumn.

7.1.9 The Scoping Report will identify the following topic areas to be assessed within the EIA:

- Air Quality;
- Biodiversity;
- Climate Change;
- Cultural Heritage;
- Ground Conditions and Contamination;
- Landscape and Visual Impacts;
- Noise and Vibration;
- Materials and Resource Management;
- Population and Health;
- Socio-Economic Effects;

- Surface Water Resources and Flood Risk; and
- Traffic and Transport.

7.2 Areas of particular environmental focus

7.2.1 In the first round of consultation a number of respondents raised concerns about environmental impacts relating to air, noise, vibration and ecology. They wanted us to avoid harming natural habitats in Hobson's Park and the Nine Wells Local Nature Reserve, to protect watercourses, restore lost planting and avoid or minimise damage to environmental designations. The EIA will look at these concerns.

7.2.2 A landscape context plan is provided in Appendix G.

7.2.3 The following section highlights some areas of environmental concern that we acknowledge as being of particular importance to the local community and stakeholders.

Hobson's Park and bird reserve

7.2.4 Hobson's Park, the bird reserve and lake established at the western side of the Park as part of the Clay Farm development are recognised as part of very important corridors which maintain biodiversity of mammals, birds, insects and plant life in and through the landscape of Cambridge. Recent surveys have shown that the lake and its islands are primarily used by breeding black-headed gulls, as well as Greylag and Canada Geese, and Common Tern. Other habitats within the bird reserve reveal regular singing reed bunting and reed warbler, skylark, little egret and corn bunting. Nine Wells Bridge (which carries Addenbrooke's Road) has hosted multiple active house martin nests.

7.2.5 Whilst the Project design is developed, mitigation and enhancement to deliver overall biodiversity net gain will be targeted in line with emerging environmental legislation and local policy. Detailed ecological studies will also be carried out to inform the development of an ecological mitigation strategy, which will include developing proposals for habitat creation.

Local watercourses and hydrology

7.2.6 Watercourses of importance to the local community and wildlife lie in the area of the development proposals. Of local and national importance is Hobson's Brook, a rare chalk stream that originates at Nine Wells Local Nature Reserve that has historic significance to the local area.

7.2.7 Appropriate mitigation measures will be implemented during construction to avoid and protect this asset and other water features so they are not significantly affected. These will be identified later design stages.

7.2.8 Consideration of flood risk and the potential impacts upon surface water, drainage and third parties will continue to inform our design process.

Historic environment

7.2.9 There is a rich history of early settlement dating back to the Iron Age and Roman period in the vicinity of the site. The station sits in the far eastern part of Hobson's Park on the

west adjacent to the Guided Busway bridge; initial studies show that potential archaeology lies within Hobson's Park. There is a scheduled monument in the south west.

7.2.10 The EIA will consider the effects on these historic assets; further discussions with the Historic Environment Team at Cambridgeshire County Council and Historic England will be held.

Landscape strategy

7.2.11 A central part of our landscape strategy is to showcase and enhance the natural features of the area. Landscaping will include creating habitats for bird nesting/foraging, hedges, wetland, pollinator planting, trees and other planting.

7.2.12 Our landscape designers are working with the station architects to make sure that the proposals:

- reflect original aims of Hobson's Park;
- are set within strong landscape framework of trees and other planting;
- complement the architectural form and materials of surrounding development;
- emit minimal exterior lighting;
- create habitat which diversifies current provision;
- balance the visually legibility of the station from key destinations, without becoming a dominating visual focus to users of Hobson's Park; and
- have minimal harm on the openness and purposes of the Cambridge Green Belt.

7.2.13 The location of the station building and associated infrastructure partly within the Cambridge Green Belt is unavoidable to allow reasonable ease of access to the station from the west. However, the harm to the openness of the Green Belt has been minimised by:

- placing the station at the furthest point away from the open countryside that is protected by the Green Belt designation;
- restricting access to the west side of the railway to pedestrians, cyclists and the occasional maintenance vehicle only;
- developing proposals to compensate for and bolster the existing native tree and shrub vegetation that surround the station and the railway from Addenbrooke's Bridge to Nine Wells Local Nature Reserve; and
- establishing principles for the next stages of the design of the station such as: using vegetation to filter (and not block) views from the Park, use of a roofscape that is more organically shaped (than those within the Biomedical Campus) and aligning the building entrances to the existing path network.

7.2.14 Further engagement with stakeholders to develop emerging landscape designs for the station will take place.

Biodiversity Net Gain

7.2.15 The aim is to leave biodiversity in a better state and support, where possible, nature conservation priorities. Biodiversity Net Gain (BNG) will be achieved through

consultation with the landscape architects, ecologists, Natural England and other stakeholders.

7.2.16 The Network Rail Biodiversity Calculator will be used to measure and aim for greater than 10% BNG. This calculator builds on a methodology developed by the Department of Food, Environment and Rural Affairs.

7.2.17 It is a way of standardising and streamlining calculations of biodiversity units across Network Rail projects and the company is able to report on its performance and to track progress towards achieving BNG as an organisation.

Recreation and amenity

7.2.18 NCN Route 11 located within the site, described earlier, would be returned to its current alignment under Nine Wells Bridge after construction.

7.2.19 New routes will be created to enhance access to the station from both sides of the railway.

Noise and vibration

7.2.20 Measures to protect the amenity of our neighbours and local communities has been, and will continue to be, an important consideration in developing our designs. We will aim to minimise the potential for noise disturbance for example during construction and engage with stakeholders who operate vibration-sensitive research equipment to find ways to minimise adverse impacts on their operations.

7.3 Environmental Statement

7.3.1 The Environmental Statement (ES) will report the findings of the EIA. The ES will comprise a main report, appendices, figures and a Non-Technical Summary which will provide concisely a description of the EIA process and its findings in a manner that is both appealing to read and easily understood by the general public.

7.3.2 The ES, along with other documents required to support the TWAO application, will be available once the application is submitted.

8. APPROACH TO CONSULTATION

8.1 Purpose of consultation

8.1.1 Consultation allows us to understand consultees' views and seek to identify ways of refining our proposals and mitigating the potential impacts of the Project before the application is submitted.

8.1.2 The key activities within the consultation process include:

- launching the Project to consultees and engaging in an open, transparent and meaningful way;
- providing clear and concise technical and non-technical information on the Project;
- collating comments from prescribed consultees, the public, community groups and key stakeholders;
- reviewing feedback from all consultees and grouping responses into themes and actions;
- amending the design, where feasible, in response to consultation responses; and
- reporting back on any changes made to the TWAO application proposals.

8.2 First round of consultation

8.2.1 A variety of methods were used to publicise and undertake the first round of consultation in January 2020. We held 10 consultation events that were attended by 989 people; they viewed materials and debated the proposals with the project team and amongst themselves. We distributed leaflets to commuters at eight stations along the route and provided all of the consultation materials on the Consultation Space in a static, linear way.

8.2.2 Over the course of the first round of consultation 967 items of consultation feedback were received and there were 47,000 impressions driving 2,054 engagements via social media.

8.3 A changing environment

8.3.1 The ongoing coronavirus pandemic has implications for how engagement and consultation can be undertaken in the short term and potentially further into the future. Our proposed approach to the second round of consultation has therefore been developed taking into account the currently known implications of the pandemic, by providing a flexible approach, making greater use of digital techniques for consultation and implementation of the TWAO process.

8.3.2 However, the use of a digital approach will not provide a single solution and has its limitations as not all members of the community will have access to the necessary technology or the skills to effectively engage.

8.3.3 Network Rail is committed to carrying out inclusive and comprehensive engagement and consultation. It recognises that if the community consultation process is to be seen to be robust and fair, a digital approach needs to be supplemented with traditional

methods of engagement and be mindful of the needs of those with protected characteristics.

8.3.4 Additionally, we have been mindful that there may be practical difficulties for intended audiences, in that many people face different working contexts and have different home environments. Whilst many people are upskilling their digital abilities in the present situation, reliance only on a digital-only approach will also potentially exclude some people, in particular older people, those on lower incomes and people with long-term health conditions.

8.3.5 To this end, our approach proposes a mix of digital (non-contact) and non-digital engagement to achieve the same standard and reach as traditional activities. This takes the form of enhancing the existing use of digital engagement and consultation methods complemented by non-digital methods with extra consideration for all possible stakeholders and voices and the changing environment.

8.4 Second round of consultation

Whom will we consult with?

8.4.1 The consultation is open to everyone who wishes to participate (as was the case for the first round of consultation). Consultation planning recognises that effective and on-going engagement with the following wide range of stakeholders is key to the successful promotion of the TWAO:

- Prescribed consultees (those we are required to consult with as set out in the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006);
- Those with a potential interest in land that might be affected by the proposals.;
- Community consultees which include:
  - Individuals, businesses and groups based or living in the vicinity of the Project;
  - Individuals who are users of the area or visitors to it;
  - Voluntary organisations (including residents' associations);
  - Schools and colleges in the vicinity;
  - Other members of the public regardless of location.

Prescribed consultees, those with potential land interests and interest groups

8.4.2 Engagement with prescribed consultees and those with land interests will continue using the ways of working which we are all now adopting as normal. We recognise that the current situation has seen impacts on those parties' resources, and their ability to resource and ring-fence adequate time. We will consider requests for extensions of response time as favourably as possible on a case-by-case basis.

8.4.3 This stakeholder information pack will be issued by email on 19 October 2020 and be available for download from the Consultation Space.

Community consultees and members of the public

8.4.4 This round of consultation will take place primarily online via the Consultation Space platform.

Webpage

8.4.5 The Cambridge South station webpage on the Network Rail website (link https://www.networkrail.co.uk/cambridge-south-station) will provide information about this consultation and a link to the consultation page on the Consultation Space platform.

8.4.6 The URL itself, https://www.networkrail.co.uk/cambridge-south-station, will be referenced in consultation materials and on publicity materials.

Consultation Space

8.4.7 Consultation Space is a publicly accessible web-based platform which lists consultations that are run by Network Rail. As an online resource, access is available 24/7.

8.4.8 The platform will be a resource for all consultation materials with an online feedback form and contact details. It will be designed to display content more dynamically with easier to navigate sections and be more accessible for those using mobile devices.

8.4.9 All key documents will be available to download from the platform:

- the consultation brochure;
- Frequently Asked Questions;
- this consultation stakeholder information pack; and
- drawings and indicative visualisations.

Telephone facility (freephone 0800 160 1835)

8.4.10 We recognise that some people won't have internet access, might be unfamiliar with the technology, may find it difficult to submit written comments or may just want to talk to a member of the project team. For these groups we will provide a freephone telephone chatline where members of the project team can explain the proposals in a way that documents cannot.

8.4.11 Whilst the telephone won't replace the traditional interaction at a public consultation event, not least because we're a social species and face-to-face conversations are vital, the ability to talk to a member of the project team will allow this group to interact directly and get the same level of information as if they had attended an event.

8.4.12 We will take careful notes on our phone meetings and encourage callers to submit their consultation response by post, email or online.

8.4.13 The freephone facility will be available from 19 October to 31 October at the following times:

- Monday, Tuesday and Thursday from 14:00 to 17:00;
- Wednesday from 17:00 to 20:00; and

- Saturday from 10:00 to 13:00.

Live webchat function

8.4.14 To allow members of the people to interact with the project team much like they would at a consultation event we will host live and interactive webchats. This facility offers greater accessibility to interact with the project team at a time and place where the user feels comfortable consuming the content than a physical event which is bound by location and time constraints. This is particularly useful for those with hearing impairments or those who are more comfortable typing than talking and groups of younger people who are not attracted to traditional events.

8.4.15 During the hours of operation, the project team will be available to explain the proposals, answer queries and help signpost the user towards ways to find out more information and other ways to participate. A transcript of the chat can be requested.

8.4.16 The webchat facility will be available from 19 October to 29 October at the following times:

- Monday, Tuesday and Thursday from 10:00 to 16:00; and
- Wednesday from 14:00 to 20:00.

Online sessions by invite

8.4.17 We will facilitate live and interactive sessions by invite to targeted stakeholders such as parish councils, cycling interest groups, accessibility groups, those who work on the CBC, local residents' associations and other groups upon request. These will be hosted on the Microsoft Teams platform (sign-up is free) and could involve a hosted slideshow to help explain the proposals and a live question and answer session (whether in person or written in case they prefer not to comment during live events).

8.5 How to respond

8.5.1 We are inviting comments from everyone, and especially all those living and working in and around the CBC and South Cambridgeshire.

8.5.2 We would really value your feedback on these proposals, and you can send us your comments by 23:59 on 29 November 2020 in any of the following ways by:

- taking our online survey at the dedicated consultation webpage when you visit http://www.networkrail.co.uk/cambridge-south-station;
- emailing your views to cambridgesouth@networkrail.co.uk; and
- posting a response to Network Rail Infrastructure Ltd, 167-169 Westbourne Terrace, London W2 6JX.

8.5.3 We would like to know more about local priorities and welcome your views on what we have presented.

9. NEXT STEPS

9.1 How we will respond to consultation feedback

9.1.1 We will collate and analyse feedback from this second round of consultation and where appropriate hold further dialogue with stakeholders prior to preparing the TWAO application documents.

9.1.2 We will produce a Consultation Report which will set out how the consultation was undertaken, the issues raised by respondents and how we have had regard to the feedback in refining the final proposals.

9.2 Environment

9.2.1 Environmental survey work and monitoring will continue to be carried out, as a key element to informing the Project evolution and to ensure that our understanding of baseline conditions is accurate and current.

9.2.2 Our environmental specialists will progress the EIA, carrying out technical engagement with environmental stakeholders, assessing likely significant effects of the Project and advising on measures and design refinements to avoid or mitigate predicted significant adverse environmental effects as well as maximising positive environmental effects.

9.2.3 As we develop our proposals and their likely significant effects on the environment and local communities, we will prepare more detailed strategies to address these effects. The full detail of these strategies will be reported in the ES.

9.3 Preparing for submission of a TWAO application

9.3.1 We will prepare the TWAO application documents ready for submission in 2021 to support a funder target of the station opening in 2025. The station opening date is subject to receipt of funding and consents, as well as detailed construction planning which will happen in the next design phase when a robust future programme will be developed.

9.3.2 Following submission, objections and other representations can be sent to the Transport Infrastructure Planning Unit[4]. The role of the Unit is to carry out the subsequent procedures on the Secretary of State's behalf, which may include holding a public inquiry or a hearing if a "statutory objector" informs the Secretary of State in writing that they want their objection to be referred to an inquiry or hearing[5].

9.3.3 To opt-in to receive progress updates of the Project please email cambridgesouth@networkrail.co.uk.

[4] https://www.gov.uk/government/publications/transport-and-works-act-orders-a-brief-guide-2006/transport-and-works-act-orders-a-brief-guide#q17-what-is-the-role-of-the-transport-infrastructure-planning-unit

[5] Refer to The Transport and Works (Inquiries Procedure) Rules 1992

APPENDICES

APPENDIX A

Proposed land boundary plan with easements

APPENDIX B

Proposed station location plan

APPENDIX C

Modifications to intersection with Guided Busway and Francis Crick Avenue

APPENDIX D

Indicative visualisation of the station from the east

APPENDIX E

Indicative visualisation of the station from the west

APPENDIX F

Temporary diversion of NCN Route 11

APPENDIX G

Landscape context plan

Legend/Notes

1. THE PURPOSE OF THIS DRAWING IS TO PRESENT THE CURRENT STATUS OF PERMANENT LAND ACQUISITION AND TEMPORARY LAND IMPACTS RESULTING FROM THE SCHEME OPTIONS UNDER DEVELOPMENT.
2. THIS DRAWING HAS BEEN PREPARED BASED UPON THE LAND BOUNDARY MASTERPLAN SUPPLIED BY NETWORK RAIL ENTITLED "158454 LAND PARCEL MASTER PLAN".
3. THE LAND BOUNDARY SHOWN REPRESENTS THE ANTICIPATED PERMANENT LAND TAKE REQUIRED AS A RESULT OF THE CURRENT DESIGNS. THIS WILL BE SUBJECT TO CHANGE AS DESIGNS DEVELOP.
4. REQUIRED TEMPORARY LAND ACQUISITION TO ENABLE CONSTRUCTION OF THE SCHEME IS SHOWN, THIS IS INDICATIVE AND WILL BE DEPENDANT UPON CONSTRUCTION METHODOLOGIES WHICH ARE SUBJECT TO CHANGE AS DESIGNS DEVELOP.
5. REVISED LAND BOUNDARY DRAWINGS TO ALIGN ALL PREVIOUS LAND BOUNDARY WORK WITH THE STATION SIFT OPTIONS

LOCATION MAP

LEGEND / KEY

- PROPOSED TEMPORARY LAND ACQUISITION
- PROPOSED PERMANENT LAND ACQUISITION
- LOCAL AUTHORITY DISTRICT BOUNDARY
- PLAYING FIELD / RECREATIONAL LAND
- LISTED BUILDING
- NATURE RESERVE / CITY WILDLIFE SITE
- LIMITS OF NR OWNERSHIP
- 3RD PARTY LAND OWNERSHIP
- SCHEDULED MONUMENT (APPROX. LOCATION)
- WATER BODIES
- EIA SCOPING BOUNDARY
- ACCESS EASEMENTS

0 20 40 60 80 100m
SCALE 1:1000

DRAFT

Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P03	30/06/20	EIA Boundary Updated	AR	DH	RS
P04	01/07/20	EIA Boundary Updated	AR	DH	RS
P05	17/07/20	EIA Scheme Extended	AR	DH	RS
P06.1					

Status: Work in Progress
Suitability: S0

NetworkRail

Authorised | Signed | Date

Contractor(s): Arcadis Consulting (UK) Ltd

Location/Level: Track Level
Type: CAD Drawing
Sub-type: General Arrangement
Role: Engineering
Discipline: Estates (Land & Property)
Volume/System: All Levels
Phasing: Proposed
Grip Stage: 3

Project: Cambridge South Infra. Enh.

Contract No.

Contract Title

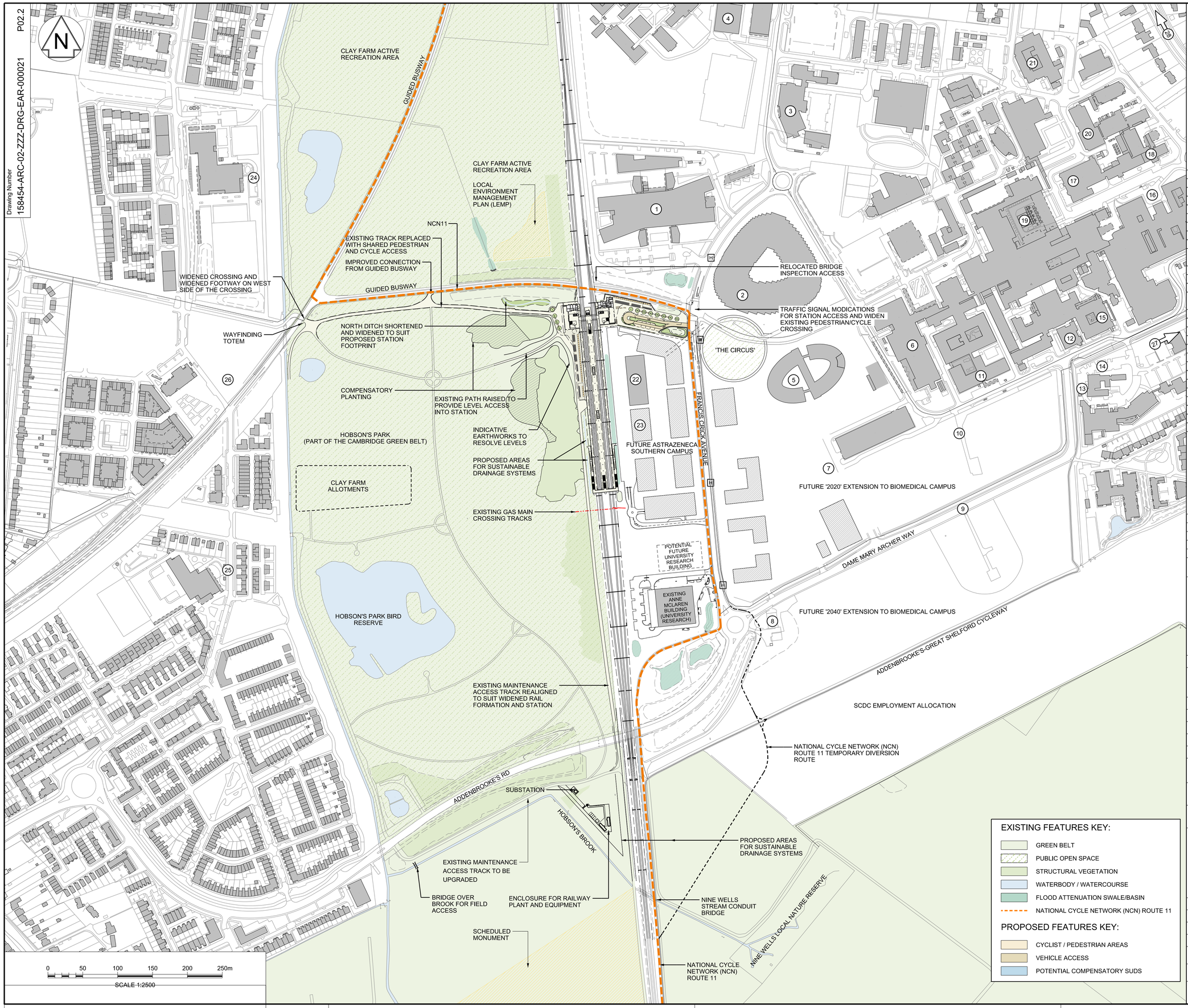
Drawing Title: T7 North Land Boundary with Easements

Designed | Signed | Date
Drawn | Signed | Date
Checked | Signed | Date
Approved | Signed | Date

Scale(s): 1:1000
ELR & Mileage: to
Alternative Reference
Sheet of

Drawing Number: 158454-ARC-00-TL-DRG-LEP-200005
Revision: P06.1

Drawing Number
158454-ARC-02-ZZZ-DRG-EAR-000021 P02.2



EXISTING FEATURES KEY:

- GREEN BELT
- PUBLIC OPEN SPACE
- STRUCTURAL VEGETATION
- WATERBODY / WATERCOURSE
- FLOOD ATTENUATION SWALE/BASIN
- NATIONAL CYCLE NETWORK (NCN) ROUTE 11

PROPOSED FEATURES KEY:

- CYCLIST / PEDESTRIAN AREAS
- VEHICLE ACCESS
- POTENTIAL COMPENSATORY SUDS

NOTES

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED. LEVELS ARE IN METRES.
2. DO NOT SCALE FROM THIS DRAWING.
3. THIS DRAWING MAY CONTAIN EXISTING INFORMATION WHICH IS BASED ON INFORMATION MADE AVAILABLE AT THE TIME AND IS BASED ON TOPOGRAPHICAL SURVEY, OS MAPPING AND CAD DATA SUPPLIED BY STAKEHOLDERS AND REPRESENTS WORK IN PROGRESS CAPTURING BOTH AN EXISTING AND FUTURE CONTEXT.
4. THIS INDICATIVE DESIGN WAS PRODUCED TO DEMONSTRATE THE FEASIBILITY OF THE STATION FOOTPRINT AND MASSING REQUIRED FOR A TWAO APPLICATION. THE ACCOMMODATION PROVIDED IS ILLUSTRATIVE AND SHALL BE DEVELOPED AT THE NEXT STAGE.
5. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE CAMBRIDGE SOUTH INFRASTRUCTURE ENHANCEMENTS – ENGINEERING OPTIONS REPORT (GRIP 3)

DISTANCES FROM STATION TO KEY DESTINATIONS:

1	MEDICAL RESEARCH COUNCIL LAB	320m
2	ASTRAZENECA R&D	220m
3	CANCER RESEARCH UK	560m
4	LONG ROAD 6˝ FORM COLLEGE	780m
5	ROYAL PAPWORTH HOSPITAL	280m
6	ADDENBROOKE´S TREATMENT CENTRE	500m
7	PROPOSED ENERGY CENTRE	820m
8	ABCAM PLC	680m
9	PHASE 2 EXPANSION LAND	820m
10	FUTURE DEVELOPMENT FOR CAMBRIDGE UNIVERSITY HOSPITALS	650m
11	ROSIE (MATERNITY) HOSPITAL	670m
12	MRIS	800m
13	FORVIE SITE INSTITUTE FOR PUBLIC HEALTH	890m
14	FORVIE SITE ANNE MCLAREN LAB FOR REGEN MED	880m
15	ONCOLOGY & HAEMATOLOGY	1050m
16	OUTPATIENTS	950m
17	THE CLINICAL SCHOOL	780m
18	CLIFFORD ALBUTT BUILDING	940m
19	ACCIDENT & EMERGENCY	800m
20	CAMBRIDGE INSTITUTE FOR MEDICAL RESEARCH	891m
21	BLOOD DONOR CENTRE	930m
22	ASTRAZENECA ENERGY + DATA CENTRE	290m
23	ASTRAZENECA R+D ENABLING BUILDINGS	350m
24	TRUMPINGTON COMMUNITY COLEGE	780m
25	TRUMPINGTON PAK PRIMARY SCHOOL	870m
26	CLAY FARM COMMUNITY CENTRE	690m
27	BELL LANGUAGE SCHOOL	1334m
28	THE PERSE SCHOOL	1682m

Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P01	07/08/20	FOR IDC	EL	ET	JK
P02.3	09/10/20	WIP Share. For Information	EL		

Status: Work in Progress
Suitability: S0

NetworkRail

Authorised | Signed | Date

Contractor(s): Arcadis Consulting (UK) Ltd

Location\Level: No Specific Location
Type: CAD Drawing
Sub-type: General Arrangement
Role: Engineering
Discipline: Architecture
Volume\System: All Levels
Phasing: Proposed
Grip Stage: 3

Project: Cambridge South Infra. Enh.

Contract No.

Contract Title

Drawing Title: CAMBRIDGE SOUTH STATION PROPOSED LOCATION PLAN

DRAFT

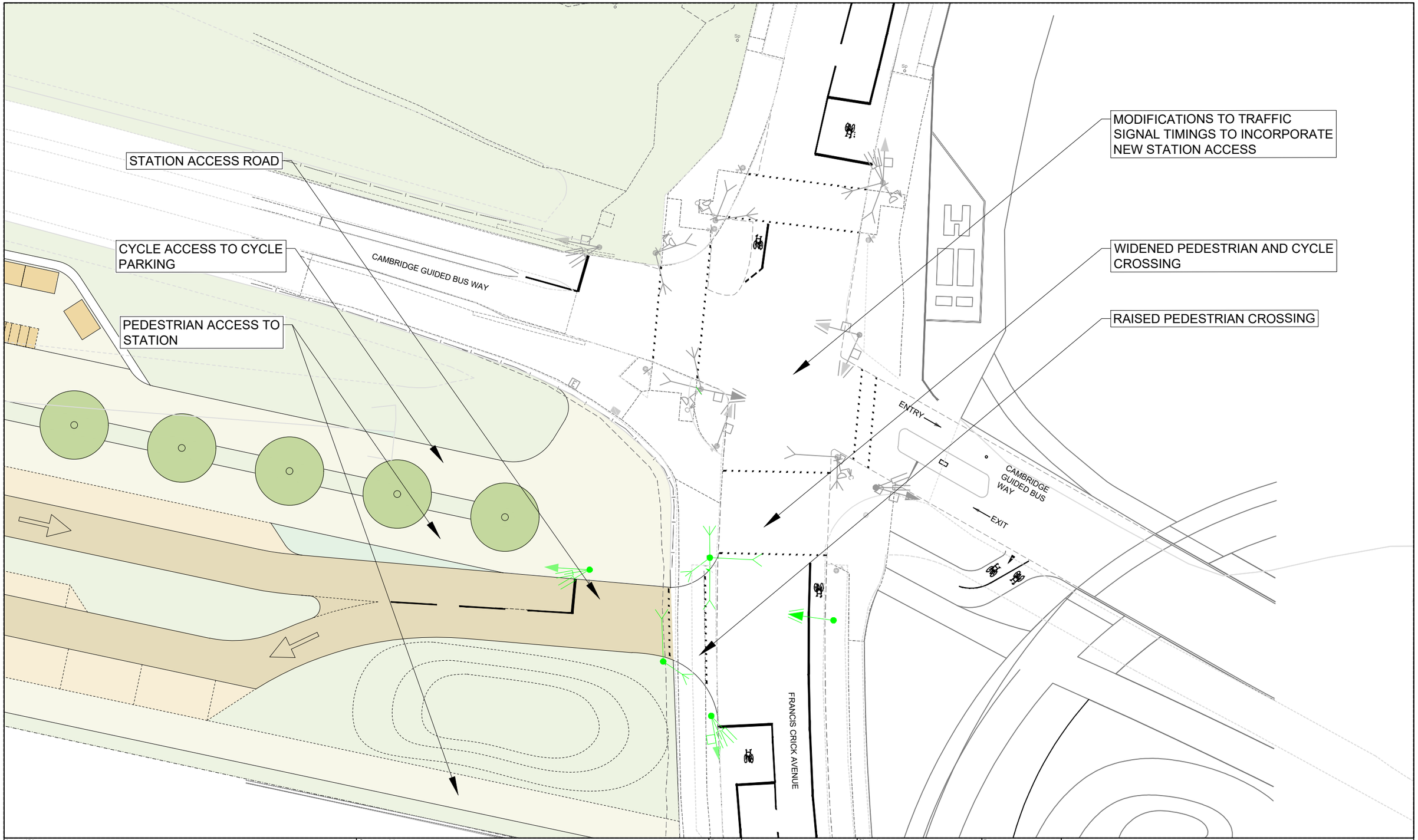
Designed	E.TIERNAN	Signed ET	Date 08/10/20
Drawn	E.LAPEIRO	Signed EL	Date 21/08/20
Checked		Signed	Date
Approved		Signed	Date

Scale(s): 1:2500
ELR & Mileage: to

Alternative Reference
Sheet of

Drawing Number: 158454-ARC-02-ZZZ-DRG-EAR-000021
Revision: P02.3

Sheet Size A1 594 x 841



Legend/Notes

- Controller
- Existing Primary Traffic Signal
- Existing Secondary Traffic Signal
- Existing Nearside Toucan PDU with PBU
- Existing Pedestrian On-Crossing Detector
- Existing Push Button
- Existing Pedestrian Kerbside Detector
- Existing Infrared Detector
- Existing Microwave Detector
- Proposed Primary Traffic Signal
- Proposed Secondary Traffic Signal
- Proposed Infrared Detector
- Proposed Microwave Detector
- Existing Ahead Only Sign Box
- Proposed Ahead Only Sign Box
- Proposed NAL Socket Traffic Signal pole
- Existing Traffic Signal pole
- Existing Duct
- ATG Duct
- Single 100mm Proposed Duct (#) Number of Ducts
- Pole Number

Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P03	06/08/20	THIRD_DRAFT	AL	GH	GH
P02	22/07/20	SECOND_DRAFT	AL	GH	GH
P01	05/03/20	FIRST_DRAFT	AL	GH	GH

Contractor(s)

ARCADIS Design & Consultancy for natural and built assets

DRAFT

Designed	A.LUGOVOI	Signed	Date 05MAR2020
Drawn	A.LUGOVOI	Signed	Date 05MAR2020
Checked	G.HILLING	Signed	Date 05MAR2020
Approved	G.HILLING	Signed	Date 05MAR2020

Project

CAMBRIDGE SOUTH INFRASTRUCTURE ENHANCMENTS

NetworkRail

Status: FOR_INFORMATION

Suitability Code: SX

Scale(s): NTS

ELR & Mileage

Drawing Title

CAMBRIDGE SOUTH STATION EASTERN ACCESS JUNCTION

Alternative Reference

Sheet 1 of 1

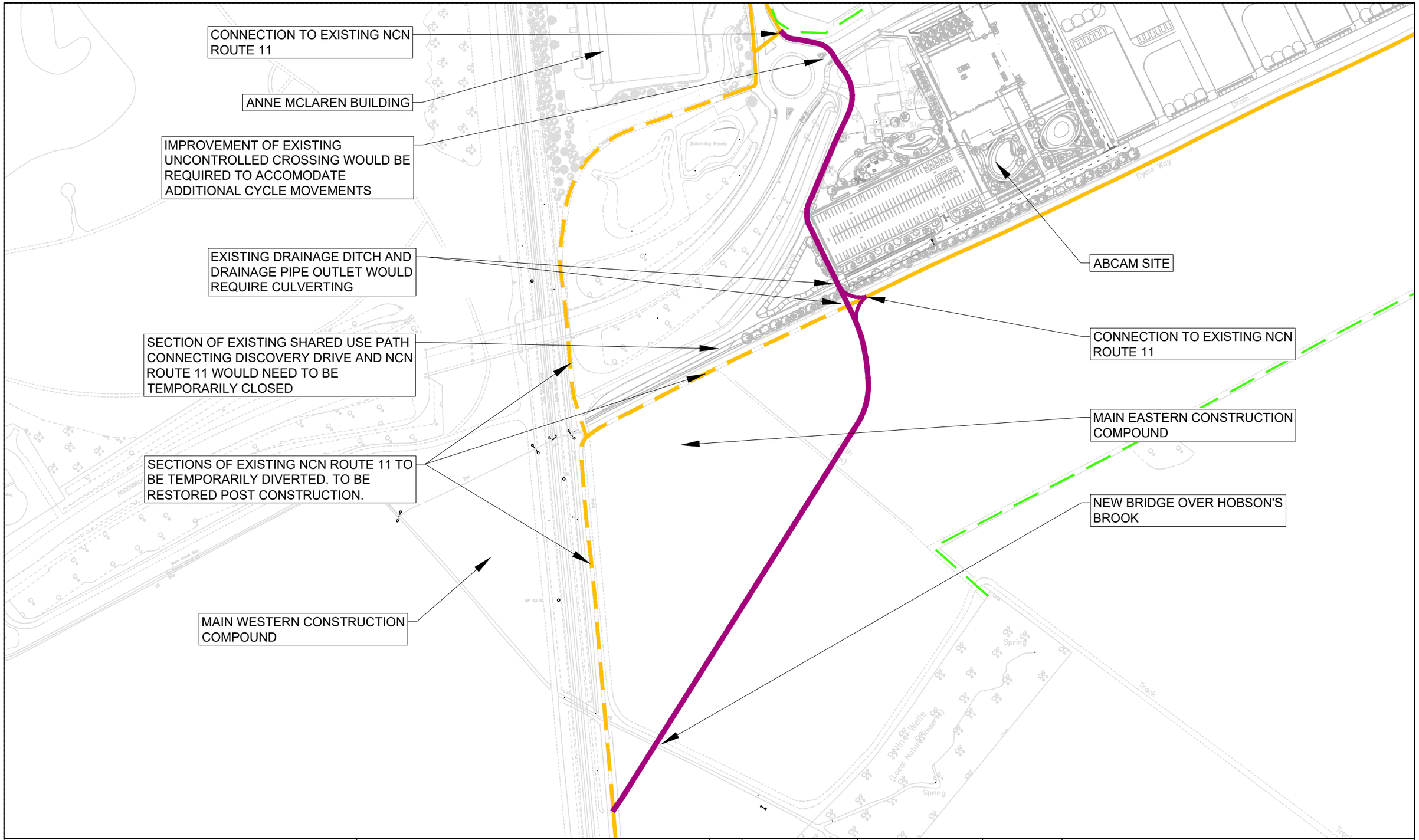
Drawing Number: 158454-ARC-ZZ-ZZZ-DRG-EHW-002002

Revision: P03

Sheet Size A3 297 x 420

Cambridge South
Pick up & Drop off

Cambridge South



Legend/Notes

- OS Mapping
- NCN Route 11 (off-road section)
- NCN Route 11 (on-road section)
- Existing PRoW
- Proposed NCN Route 11 Diversion
- Temporary diverted section of NCN Route 11

Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P01	15/08/20	FIRST_DRAFT	AL	GH	GH

Contractor(s): ARCADIS Design & Consultancy for natural and built assets

DRAFT

Designed	A.LUGOVOI	Signed	Date 15AUG2020
Drawn	A.LUGOVOI	Signed	Date 15AUG2020
Checked	G.HILLING	Signed	Date 20AUG2020
Approved	G.HILLING	Signed	Date 20AUG2020

Project: CAMBRIDGE SOUTH INFRASTRUCTURE ENHANCMENTS

Status: FOR_INFORMATION

Suitability Code: SX

Scale(s): NTS

ELR & Mileage:

Drawing Title: PROPOSED NCN ROUTE 11 DIVERSION

Alternative Reference:

Sheet: 1 of 1

Drawing Number: 158454-ARC-ZZ-ZZZ-DRG-EHW-002007

Revision: P01

NetworkRail

Sheet Size A3 297 x 420

CAMBRIDGE SOUTH STATION

Landscape/ Townscape Integration
SITE CONTEXT PLAN

TO SHELFORD

Key views as identified in the Southern Fringe Area Development Framework

Key 'Gateways' as identified in the Southern Fringe Area Development Framework

Key Destination Nodes within adjacent Developments

Existing shared pedestrian / cycle paths

Key structural Vegetation

Water courses/ bodies

Scheduled Monument

Cambridge Green Belt

Protected Open Space (CCC Local Plan 2018)

Proposed Station, platforms and track widening

Key Surrounding Buildings and Destinations

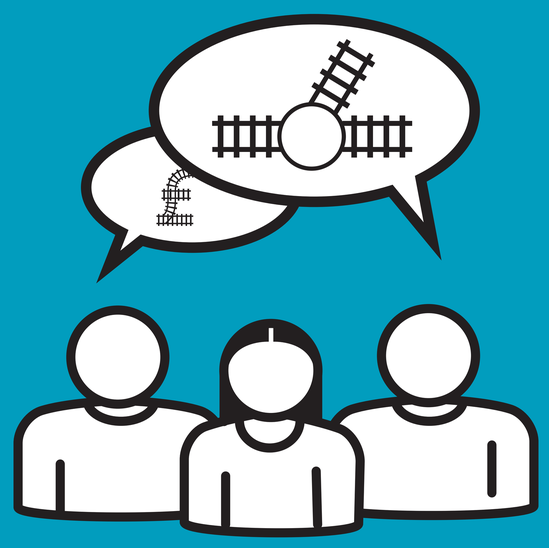
1. Addenbrooke's Hospital
2. New Papworth Hospital (height AGL: 29m)
3. AstraZeneca R+D (height AGL: 19m)
4. AstraZeneca Energy + Data Centre (height AGL: 20m, and 24m to top of roof plant)
5. AstraZeneca R+ D Enabling Buildings (height AGL: 21m)
6. Medical Research Council Laboratory (height AGL: 26m, and 31m to top of roof towers)
7. Abcam
8. Long Road 6th Form College
9. Trumpington Community College
10. Clay Farm Community Centre
11. Trumpington Park Primary School
12. Anne McClaren University of Cambridge Research Facility (height AGL: 25.6m, and 29m to top of roof plant)
13. Outline planning permission for 14,000m2 office development
14. Heart and Lung Research Institute

DRAFT

29/09/2020
Rev B

ARCADIS Design & Consultancy for natural and built assets

Public consultation



Cambridge South Infrastructure Enhancements Scheme to deliver a new station in the south of Cambridge

Second round of consultation starts 19 October 2020 and closes on 29 November 2020

Network Rail is developing plans for a new station in the vicinity of the Cambridge Biomedical Campus to improve connectivity in Cambridgeshire and beyond.

This stand gives information on:

- The feedback from the first round of consultation
- The location selected for the station and proposed station facilities and access arrangements
- How we propose to manage construction and the environment
- How you can comment further on the proposals.

NetworkRail

Background

The Cambridge Local Plan 2018 identifies the Cambridge Biomedical Campus and the Cambridge Southern Fringe as an area of major change in Cambridge.

The Cambridge Biomedical Campus is an internationally significant health and life sciences cluster and is expected to accommodate 27,000 jobs by 2031.

It is envisaged that by 2031 new housing developments across the Cambridge Southern Fringe comprising an estimated 4000 new homes will have been built.

Benefits

The new station would connect the Cambridge Biomedical Campus with potential destinations such as central London, London Stansted Airport, Ely, Birmingham and Europe.

The station would also provide access to a growing area of high quality employment and also help relieve congestion in the local area by supporting the development of environmentally sustainable transport in Cambridge.

In the future East West Rail services from Bedford to Cambridge could serve the new station.

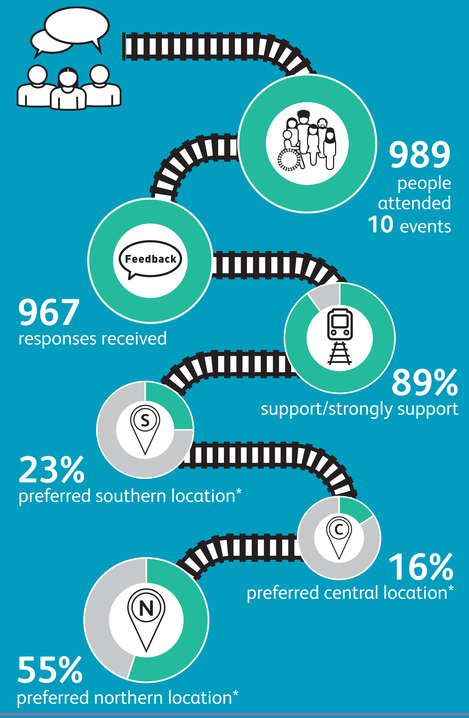
What you said

During the first round of consultation, between 20 January and 2 March 2020 we asked for your views on three locations for a new station between Addenbrooke's Bridge and Nine Wells Bridge, namely the northern, central and southern options.

We presented ways of getting to each location by foot and cycle and by road from either Francis Crick Avenue on the east side or Addenbrooke's Road on the west side.

You told us:

- Provide a high quality station environment
- Road access to the station from Francis Crick Avenue was preferred
- Provide sufficient cycle parking capacity for station trips
- Retain the cycle path (NCN Route 11) under Nine Wells Bridge
- Protect the environment and enhance biodiversity
- Provide public transport links including safe pedestrian and cycle access to both sides of the railway
- Avoid as far as possible intrusion into Hobson's Park.



Station proposals

The feedback we received during the first round of consultation has helped select the preferred location for the new station.

Based on feedback and the option selection process, the northern location was chosen. This location:

- connects most directly into the heart of the established Biomedical Campus
- integrates best with the existing bus services and the planned Cambridge South East Transport (CSET) project
- has the least visual impact in Hobson's Park
- has a reduced land footprint on both sides of the railway
- allows retention of the cycle path under Nine Wells Bridge.

What are we consulting on now?

With the preferred location of the station selected, we are now seeking your views on the current proposals, the access arrangements and the cycle facilities proposed at the station.

We want to make sure that the proposals we have developed are suitable for all users and that they have addressed feedback raised from the community during previous consultation and engagement activities.

Associated rail enhancements

The infrastructure at Shepreth Branch Junction (where the lines from King's Cross and Liverpool Street meet) and the southern section of tracks into Cambridge Station also need to be enhanced to maintain service reliability (see page 8).

Two private level crossings are proposed to be closed. In addition to the station buildings, tracks and platforms there will be new overhead line electrification equipment, signalling and supporting infrastructure.

How we will gain consent for the Scheme

We will need to apply to the Secretary of State for Transport for a Transport and Works Act Order to authorise both the construction of the works and to use land outside the railway boundary either temporarily or permanently for the construction and operation of the Scheme.

We will continue to engage with potential owners and occupiers to manage any impacts on their land interests.

Where railway works are to be constructed within the existing railway boundary, these works may be able to be constructed under Network Rail's existing permitted development rights.

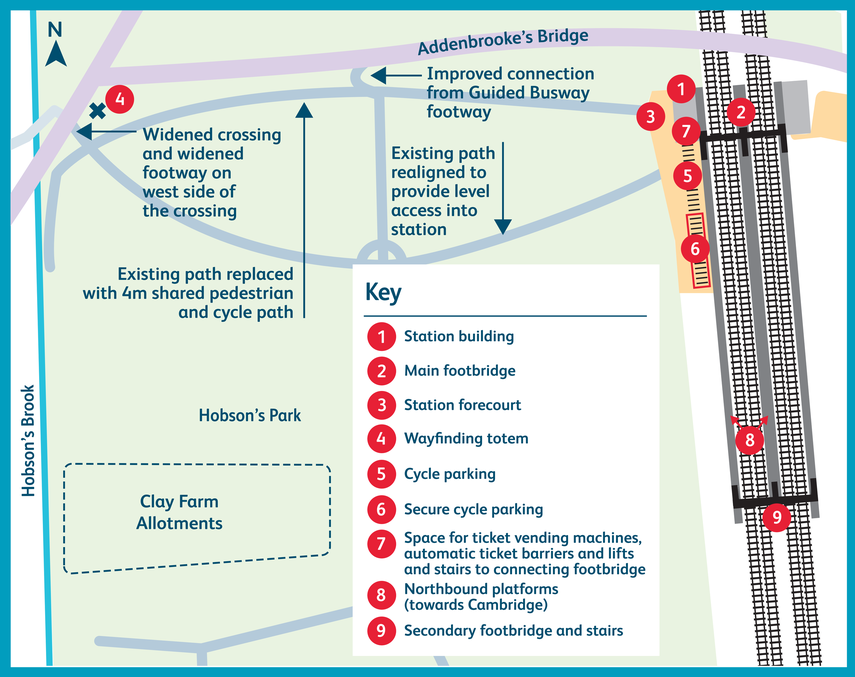
How the station could look

Artist's impression of indicative station layout from the west

Artist's impression of indicative station layout from the east

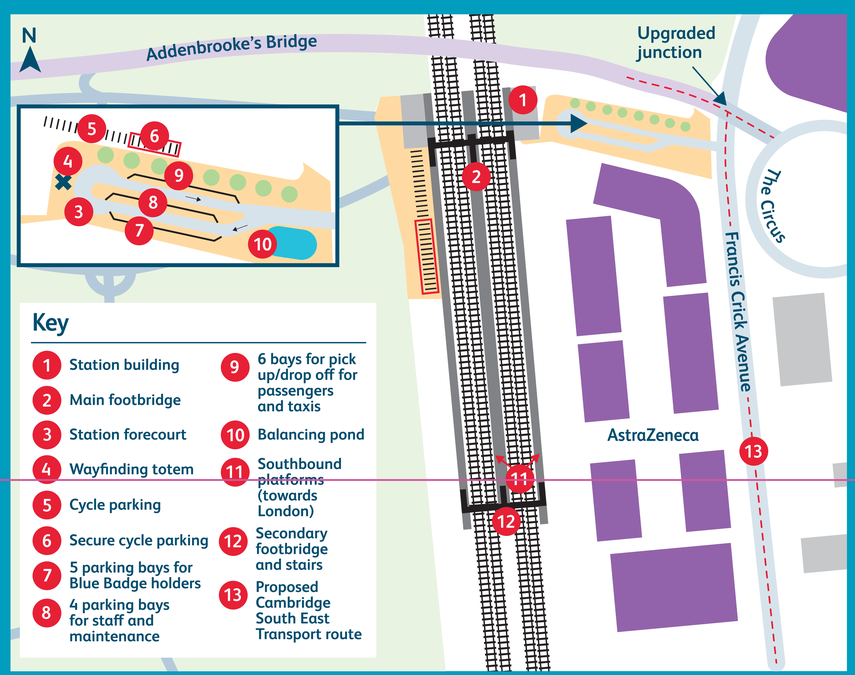
Proposed station facilities and access arrangements on the west side

Space for 1,000 cycles arranged on both sides of the railway is proposed and includes a variety of Sheffield stands, two-tier racks and parking for non standard cycles. The precise location of the cycle stands will be finalised during detailed design of the station.



Proposed station facilities and access arrangements on the east side

Proposals include a staffed station building with ticket vending machines, automatic ticket barriers, lifts and stairs to the connecting footbridge, a changing places facility, accessible toilets, a retail/catering unit, a waiting area and seating. There will be step-free access with two lifts on each platform covered by canopies.



All images are indicative only, not to scale.

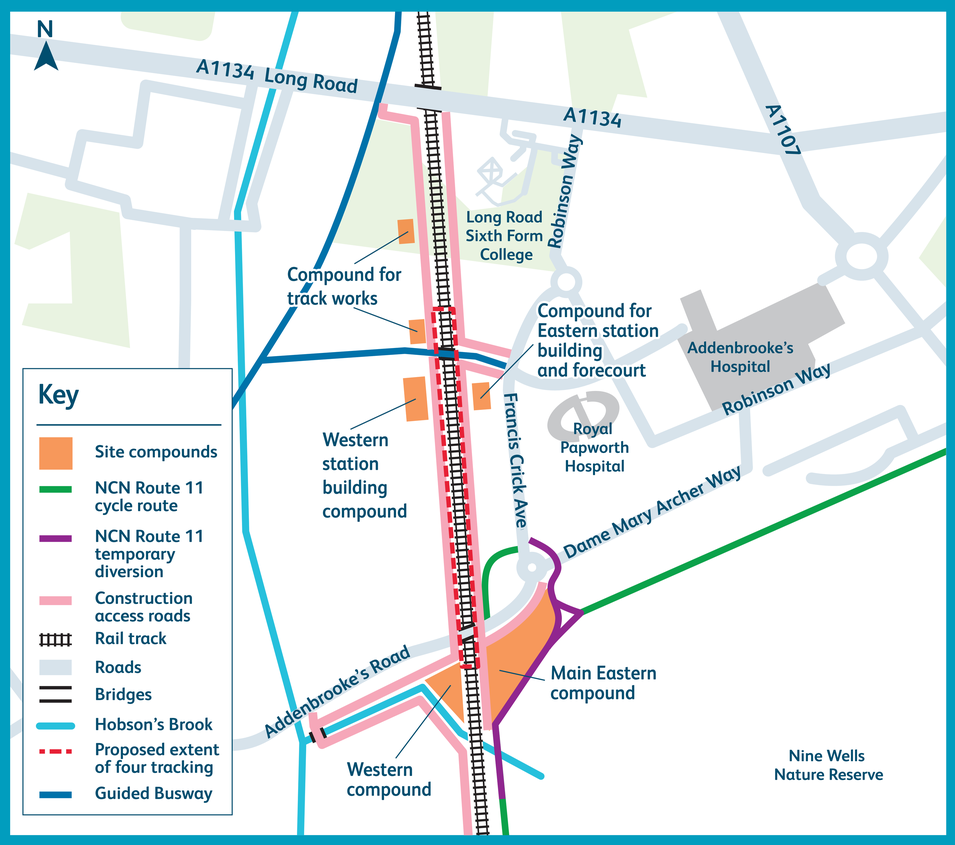
Construction

Our approach to construction will ensure we can transport construction materials and equipment to the right place at the right time. Construction traffic will use the access routes currently being used as part of the ongoing developments at the Biomedical Campus.

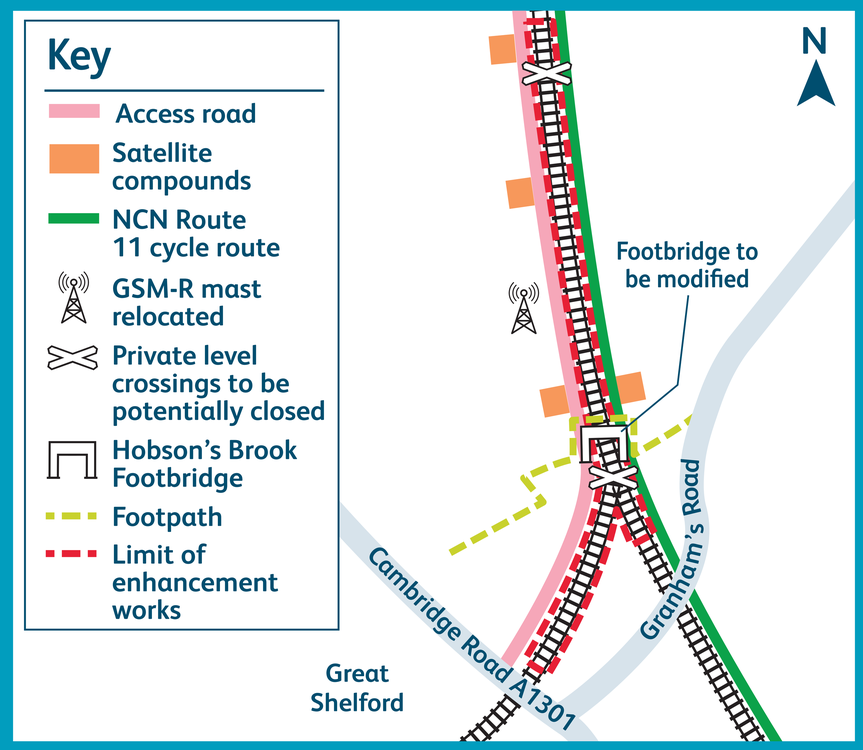
Long Road and Nine Wells bridges will not need to be reconstructed or altered. The southern embankment of the Guided Busway over the railway will need to be modified to accommodate cycle parking on the east of the station.

To install additional tracks and accommodate the main eastern compound a section of the cycle route will need to be temporarily closed. A temporary 4-metre wide diversion will be provided. The route under Nine Wells Bridge will be restored after construction.

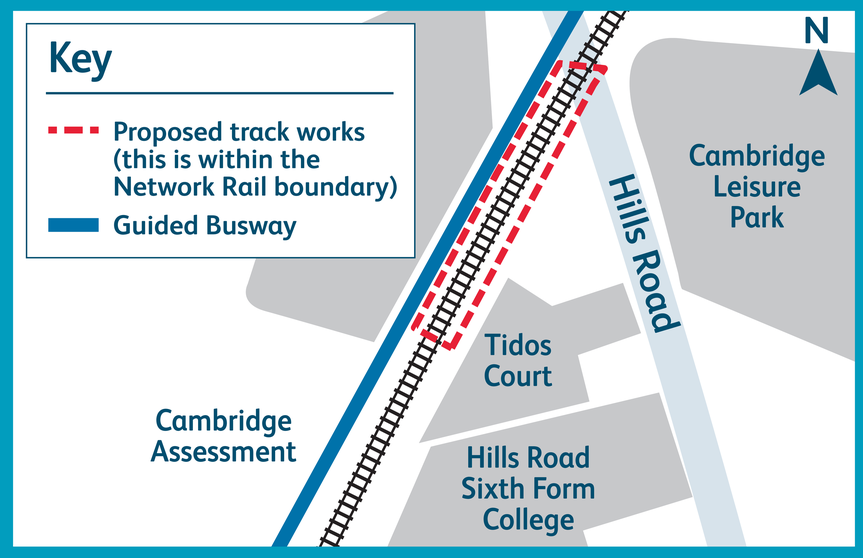
Main station works



Shepreth Branch Junction works



Works south of Cambridge Station



Managing the environment

An Environmental Impact Assessment will look at the 'likely significant impacts' of construction and the operational railway on people, the natural and built environment. It will identify what measures are required to mitigate such impacts.

We will seek to agree a Code of Construction Practice in consultation with the local authority which will identify how construction impacts such as traffic, noise, vibration and dust will be monitored, controlled and managed.

Hobson's Park and Wildlife

Hobson's Park comprises a bird reserve and lake primarily used by breeding black-headed gulls, as well as Greylag and Canada Geese, and Common Tern. Nine Wells Bridge has hosted multiple active house martin nests. Landscaping will include creating habitats for bird nesting/foraging, hedges, wetland, pollinator planting, trees and other planting.

Watercourses

Hobson's Brook is a watercourse of importance to the local community and wildlife in the area of the development proposals. Appropriate mitigation measures will be implemented during construction to avoid and protect this asset and other water features so they are not significantly affected.

Cultural heritage

There is a rich history of early settlement dating back to the Iron Age and Roman periods in the vicinity of the site.

With a scheduled monument to the south, and potential archaeology close to the site, we are investigating ways to reduce the impact with Cambridgeshire County Council and Historic England.

Landscape strategy

A central part of our landscape strategy is to showcase and enhance the natural features of the area. We are committed to achieving a net gain in biodiversity in line with emerging environmental legislation and local policy.

Our landscape designers are working with the station architects to make sure that the proposals:

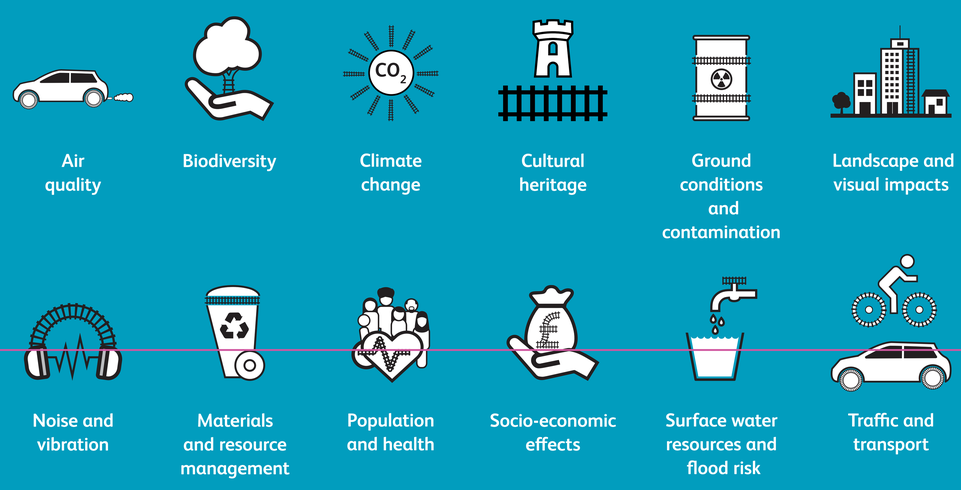
- Complement the architectural form and materials of surrounding developments
- Emit minimal exterior lighting
- Do not become a dominating visual focus to users of Hobson's Park.

Transport

A transport assessment will identify the impact on sustainable travel modes of the proposed development. It will assess how the proposals will facilitate movements for all, overcoming any barriers for the mobility impaired and propose mitigations where appropriate.

Noise and vibration

Assessments for noise and vibration impacts will take into account the presence of vibration-sensitive operations on the Biomedical Campus.



How to have your say

Send us your comments by completing our online survey at:
networkrail.co.uk/cambridge-south-station

or email your views to: **cambridgesouth@networkrail.co.uk**

More information can be found on our website including answers to frequently asked questions.

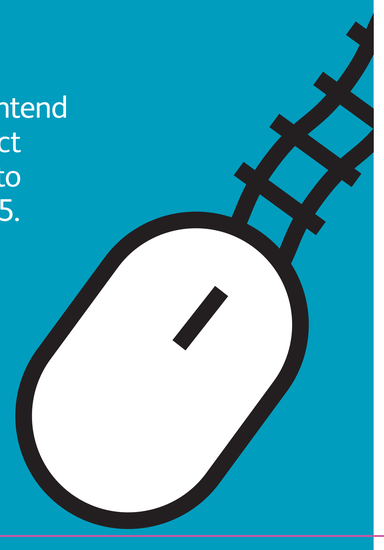
Want to chat to us directly?

Owing to the current Coronavirus situation we have not been able to arrange face to face events. Instead, our project team will be hosting a live webchat facility between 19 and 29 October via **networkrail.co.uk/cambridge-south-station** at the times below:

Monday, Tuesday and Thursday	**10:00 – 16:00**
Wednesday	**14:00 – 20:00**

or you can call us between 19 and 31 October on **0800 160 1835**:

Monday, Tuesday and Thursday	**14:00 – 17:00**
Wednesday	**17:00 – 20:00**
Saturday	**10:00 – 13:00**

Next steps

Your feedback will help shape our final proposal. We intend to submit an application for a Transport and Works Act Order to the Secretary of State for Transport in 2021 to support a funder target of the station opening in 2025.