

**EWR Co: Response to Examining Authority's  
1<sup>st</sup> Written Questions  
A428 Black Cat to Caxton Gibbet  
Improvement Scheme**

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# 1. Introduction

- 1.1. This is East West Rail Company's (EWR Co) response to the Examining Authority's (ExA) Written Questions submitted for Deadline 1 of the A428 Black Cat to Caxton Gibbet examination.
- 1.2. References to Work Nos. refer to Work Nos. of Highways England's Scheme unless otherwise stated.

## 2. Q1.15.4.1

*"Additional Submission from EWR Company [AS-004], various RRs, including from BBC [RR-008a] and the TA [APP-242, Section 2.5] refer to the proposed EWR scheme that would provide a new railway linking Bedford to Cambridge. Applicant, explain your engagement with EWR Company in the development of the Proposed Development? EWR Company to comment."*

- 2.1. EWR Co reserves its position pending receipt of the comments of Highways England in response to this question. However, in the interim, EWR Co confirms that EWR Co and Highways England have been engaging regarding the A428 Black Cat to Caxton Gibbet Scheme (Scheme) and the development of East West Rail (the EWR Project) since 2018. A more detailed record of engagement is being set out in the draft Statement of Common Ground between EWR Co and Highways England (SoCG) which will be submitted in draft at Deadline 1, however, a summary of the engagement relating to the development of the EWR Project is also provided below:

- December 2018: Highways England shared details of the Scheme with EWR Co.
- September 2019: Highways England shared 3D geometry of the emerging Scheme design with EWR Co.
- February 2020: EWR Co attended a workshop with Highways England about maximising local and skills and employment outcomes of the Scheme.
- March 2020: Highways England and EWR Co met to discuss information sharing, scheme interfaces and joint working.
- May and June 2020: EWR Co attended Highways England's Strategic Stakeholder Board and Technical Working Groups that support the Scheme.
- July 2020: EWR Co response to Highways England's Supplementary Consultation on the Scheme.
- August 2020: Highways England shared flood modelling information for the Scheme with EWR Co.
- October 2020: Highways England and EWR Co met to discuss information sharing
- December 2020: Discussion of the opportunities to deliver the two schemes during similar construction timelines and create efficiencies during construction.
- June 2021: EWR Co met with Highways England to discuss the potential for the two schemes to work together and the content of the SoCG.
- August 2021: EWR Co held a Design Integration Workshop with Highways England.

- 2.2. As a result of ongoing engagement, Highways England and EWR Co are continuing to reach agreement regarding the engineering interfaces and timelines for the construction of the two schemes.
- 2.3. EWR Co and Highways England continue to meet to discuss the potential interaction of the Scheme and the EWR Project. Further engagement will be captured in future iterations of the SoCG.

### **3. Q1.17.4.1 (a)**

*“East West Rail EWR, provide brief background for the EWR scheme and any specific national policy positions (such as NPS NN, NPPF) or local policy positions or approvals that would support your representation.”*

#### **3.1. The EWR Project**

- 3.1.1. The EWR Project is a proposed new rail link delivering train services from Oxford to Cambridge via Bletchley and Bedford. It is being delivered in stages, and trains are already running on the first stage between Oxford and Bicester. The next stage would extend the EWR Project further north and east, allowing services to run between Oxford and Milton Keynes. Creating this link requires the reinstatement of an out of use railway line between Gavray Junction at Bicester and Bletchley, including a new bridge over High Speed 2 (HS2). The third stage of the EWR Project includes the construction of a new railway between Bedford and Cambridge to deliver services from Oxford to Cambridge.
- 3.1.2. In 2020, the Network Rail (East West Rail) (Bicester to Bedford Improvements) Order 2020 was made under the Transport and Works Act 1992. This granted powers for the improvement of the railway between Bicester and Bletchley and major civil engineering construction work has commenced.
- 3.1.3. On 29 August 2019 the Secretary of State for Transport made a declaration under s.35 Planning Act 2008 that the works to be comprised in the proposed new railway between Bedford and Cambridge should be treated as development for which development consent is required. This means that it is possible to promote the new railway works by means of a development consent order (“DCO”) under the Planning Act 2008. The process of promoting a DCO relies on pre-application consultation, including statutory consultation. However, in practice non-statutory consultation is used by promoters of DCOs to refine proposals. This is the approach that has been adopted for the EWR Project to date and will lead to a proposal which will be contained in a statutory consultation before applying for a DCO.
- 3.1.4. EWR Co had first consulted stakeholders and the public on its proposals for works between Bedford and Cambridge on a non-statutory basis between January and March 2019; EWR Co asked for views on potential Route Options for the new railway within an overall Route Corridor identified in 2016. These Route Options were broad areas within which the stations and route alignment, i.e., the tracks and associated infrastructure, might be constructed to connect Bedford and Cambridge. Following a recommendation made by EWR Co, having regard to matters including feedback provided during the consultation exercise and further development work carried out by EWR Co, the Government selected a Preferred Route Option (Route Option E) on 29 January 2020. Route Option E is shown on the diagram below.



3.1.5. On 31<sup>st</sup> March 2021 EWR Co launched a second non-statutory consultation on operational, customer service and infrastructure options, which ran until 9<sup>th</sup> June 2021. This consultation was for the full length of the EWR Project between Oxford and Cambridge, including proposals between Bedford and Cambridge, and this was the first time that EWR Co had consulted on proposals for the entire route.

3.1.6. The EWR Project was divided for the purposes of consultation into sections A-F, extending from Oxford to Cambridge. The Sections were:

- A. Oxford to Bicester
- B. Bletchley and the Marston Vale Line
- C. Bedford
- D. Clapham Green to the Eversdens
- E. Harlton to Hauxton
- F. Great Shelford to Cambridge

Section D of the EWR Project contains the potential for interfaces with the Scheme.

3.1.7. At this stage, EWR Co consulted on nine potential alignments in Section D between Clapham Green and the Eversdens, which comprises the main part of the proposed new railway between Bedford and Cambridge (exclusive of any connections onto the existing network at each end). The consultation reported on all nine potential alignments but focussed on a shortlist of five potential route alignments for the railway. These were located mainly within or in very close proximity to Route Option E. The alignments allow for a combination of stations on the East Coast Main Line (at either St Neots or Tempsford) and either north or south of the existing settlement of Cambourne to be served. The five shortlisted alignments are:

- Alignment 1 – St Neots and Cambourne North, aligned with the A428
- Alignment 2 – St Neots and Cambourne South, aligned with the A428
- Alignment 6 - St Neots and Cambourne South, not aligned with the A428, but crossing Black Cat junction
- Alignment 8 – Tempsford to Cambourne South, not aligned with the A428
- Alignment 9 – Tempsford to Cambourne North, aligned with the A428

3.1.8. The Nationally Significant Infrastructure Project that EWR Co will apply for development consent for is currently expected to include:

- further improvements to the railway between Oxford and Bicester;

- improvements to the railway between Bletchley and Bedford; and
- the proposed new railway between Bedford and Cambridge.

3.1.9. The potential interfaces with the Scheme are described in more detail in the response to 1.17.4.1(b).

### **3.2. Policy support**

3.2.1. While the full case for the EWR Project will be provided in support of the proposed DCO application, a summary of the support at both a national and local level is provided below. This demonstrates the importance of the EWR Project and of ensuring that the EWR Project is considered and taken into account alongside the Scheme.

#### National Strategy

3.2.2. In March 2016, the National Infrastructure Commission was asked by the Government to consider how to maximise the potential for the Cambridge – Milton Keynes – Oxford corridor (“the Arc”). The findings from this study were presented in the “Partnering for Prosperity: A new deal for the Cambridge – Milton Keynes – Oxford Arc” report in 2017, which set out the need for the EWR Project to support the delivery of housing and economic growth.

3.2.3. The report states that the EWR Project and the Oxford-Cambridge Expressway projects (which included improvements to the A428) should be delivered to create a multi-modal transport spine. It confirms that “[e]ach scheme would serve different purposes and markets, delivering benefits that are complementary to one another. It is therefore essential that both East West Rail and the Expressway are delivered as quickly as reasonably possible.” (page 32).

3.2.4. In its 2018 response (“Government Response to Partnering for Prosperity”<sup>1</sup>), to the 2017 report, the Government supported the National Infrastructure Commission’s ambition to build up to one million homes by 2050 to maximise the economic growth of the Arc. This response explains how the Government set up EWR Co on 14 December 2017 and announced an investment in the delivery of the EWR Project as part of the 2018 budget in order to “*progress work at pace on the planning and delivery of East West Rail*” (Page 3, Government Response to Partnering for Prosperity).

3.2.5. The Budget 2020<sup>2</sup> (section 2.20) set out that the Government had designated the corridor of land connecting Oxford, Milton Keynes, Bedford and Cambridge (the OxCam Arc) as a key priority and confirmed its commitment to the EWR Project and the delivery of a long term spatial framework for the OxCam Arc.

3.2.6. The National Infrastructure Strategy (2020)<sup>3</sup> sets out the Government’s commitment to deliver the NIC’s recommendations by progressing the EWR Project. This also identified

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<sup>1</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/752040/Government\\_response\\_to\\_Partnership\\_for\\_Prosperty\\_a\\_new\\_deal\\_for\\_the\\_Cambridge-Milton\\_Keynes\\_Oxford\\_Arc.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/752040/Government_response_to_Partnership_for_Prosperty_a_new_deal_for_the_Cambridge-Milton_Keynes_Oxford_Arc.pdf)

<sup>2</sup> <https://www.gov.uk/government/publications/budget-2020-documents/budget-2020#budget-report>

<sup>3</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/938539/NIS\\_Report\\_Web\\_Accessible.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/938539/NIS_Report_Web_Accessible.pdf)

the need for supporting institutions to prioritise growth in the region – including the Spatial Framework to develop a plan for long-term growth, and up to four Development Corporations (Page 40, National Infrastructure Strategy).

- 3.2.7. The England’s Economic Heartland Regional Transport Strategy (2021)<sup>4</sup> names the delivery of the EWR Project as central to supporting the sustainable growth of the region and states support for the delivery of the EWR Project (Policy 9, page 38).
- 3.2.8. As part of delivering the Budget 2020 commitments, in summer 2021 Ministry of Housing and Local Government consulted on “Creating a Vision for the Oxford to Cambridge Arc” as part of its plans for the Oxford to Cambridge Arc Spatial Framework. The Government’s investment in the EWR Project is named as a key aspect of ensuring connectivity across the Arc (page 25).
- 3.2.9. As such, it is clear that the EWR Project has benefited from governmental support since at least 2018.

### National Policy

#### *National Policy Statement for National Networks*

- 3.2.10. On 29 August 2019, the Secretary of State for Transport made a direction under Section 35 of the Planning Act 2008 to designate the EWR Project as a Nationally Significant Infrastructure project requiring development consent. The EWR Project is registered on the Planning Inspectorate’s website.<sup>5</sup>
- 3.2.11. As a result, the National Policy Statement for National Networks (NPS NN)<sup>6</sup> is expected to be the relevant national policy statement to which the Secretary of State must have regard when determining an application for development consent for the EWR Project. The need for national networks, including railways, is set out in the summary of need on page 9 of the NPS NN:

*“The Government will deliver national networks that meet the country’s long term needs; supporting a prosperous and competitive economy and improving overall quality of life, as part of a wider transport system. This means:*

- *Networks with the capacity and connectivity and resilience to support national and local economic activity and facilitate growth and create jobs.*
- *Networks which support and improve journey quality, reliability and safety.*
- *Networks which support the delivery of environmental goals and the move to a low carbon economy.*
- *Networks which join up our communities and link effectively to each other.”*

- 3.2.12. In light of the findings of the reports outlined in this response, it is clear that the EWR Project is capable of being or forming part of such a national network, and that it will form part of the *“well-connected and high-performing networks with sufficient capacity*

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<sup>4</sup> [https://eeh-prod-media.s3.amazonaws.com/documents/Connecting\\_People\\_Transforming\\_Journeys\\_av.pdf](https://eeh-prod-media.s3.amazonaws.com/documents/Connecting_People_Transforming_Journeys_av.pdf)

<sup>5</sup> <https://infrastructure.planninginspectorate.gov.uk/projects/eastern/east-west-rail-bedford-to-cambridge-and-western-improvements/>

<sup>6</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/387222/npsnn-print.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/387222/npsnn-print.pdf)



*[that] are vital to meet the country's long-term needs and support a prosperous economy" envisaged by the NPS NN (Page 9).*

*National Planning Policy Framework (2021)*

- 3.2.13. In addition to meeting the need identified in the NPS NN, the EWR Project will help to achieve sustainable development, which is the purpose of the planning system as set out in paragraph 7 of the National Planning Policy Framework (NPPF).
- 3.2.14. The provision of infrastructure such as the EWR Project will increase the labour market catchment areas for the key towns and cities in the Oxford to Cambridge Arc, opening up new opportunities for collaboration and job growth thus contributing to meeting the NPPF's economic objective (paragraph 8(a)) by helping to build a strong, responsive and competitive economy, supporting growth, innovation and improved productivity.
- 3.2.15. The benefits of the EWR Project as identified in the National Infrastructure Commission's report 'Partnering for Prosperity: A new deal for the Cambridge – Milton Keynes – Oxford Arc' (2017) on page 31 include that it would also open up new sites for development, improve the supply of accessible and developable land and support the delivery of new homes at affordable prices for all workers thus contributing to the social objective of sustainable development.
- 3.2.16. Travelling by train is one of the most carbon-efficient ways to travel. In line with the promotion of sustainable transport under section 9 of the NPPF, the EWR Project will assist with the moving to a low carbon economy in line with the environmental objective.
- 3.2.17. Paragraph 81 of the NPPF makes it clear that significant weight should be placed on the need to support economic growth and productivity allowing each area to build on its strengths, counter any weaknesses and address the challenges of the future. It notes that this is particularly important where Britain can be a global leader in driving innovation, and in areas of high levels of productivity, which should be able to capitalise on their performance and potential. The EWR Project would better connect Oxford, Milton Keynes and Cambridge which are collectively home to world-leading research, innovation and technology businesses and institutions. This addresses the need to counter potential barriers to investment, such as inadequate infrastructure, services or housing, as set out in paragraph 82 of the NPPF.
- 3.2.18. Therefore, the EWR Project furthers the objectives of the NPPF.

Local Plan Policy

- 3.2.19. The EWR Project also benefits from support in local plan policy, as summarised below.

*Bedford Local Plan 2030 (adopted January 2020)*

- 3.2.20. The Local Plan acknowledges that the Government is currently exploring prospects for strategic growth within the Oxford-Cambridge Arc. The local plan review will provide the opportunity to reflect those decisions with future housing and employment growth aligned with infrastructure delivery timetables. To this end, Policy 1 confirms that:

- the Council will undertake a review of the Local Plan 2030 which will commence no later than one year after the adoption of the plan;
- the plan review will secure levels of growth that accord with Government policy and any growth deals that have been agreed; and
- the planning and delivery of strategic growth will be aligned with the delivery of planned infrastructure schemes including the EWR Project.

3.2.21. Consultation on the review of the Local Plan commenced with the publication of Issues and Options in summer 2020 followed by the Bedford Local Plan 2040 – Draft Plan Strategy Options and Draft Policies Consultation in June 2021. The vision for the draft plan notes that by 2040, Bedford will benefit from a new town centre railway hub with direct links to Oxford and Cambridge, increasing connectivity, investment and growth as a result of the development of the EWR Project. It also acknowledges that local development will be served by the provision of upfront transport links.

3.2.22. Policy 3S relates to the spatial strategy. It states that to deliver sustainable development and growth that enhances the vitality of the borough’s urban and rural communities, all new development will be required to contribute towards achieving the stated objectives and policies of the plan through, inter alia, building on and expanding the town’s employment base with a focus on strategic locations related to the primary road network in the context of increasing east-west connectivity through road and rail improvements. As set out above, the EWR Project will both expand Bedford’s employment base and improve east-west connectivity.

3.2.23. Support for the EWR Project is set out in Policy 90S which deals with transport infrastructure and network improvements. It states that the Council will work with its partners, agencies and developers to deliver reduced congestion around the town centre and key strategic routes while promoting sustainable transport modes, through the consideration and the early provision of, inter alia, the EWR Project.

*Central Bedfordshire Local Plan 2015 – 2025 (July 2021)*

3.2.24. The Local Plan recognises that Central Bedfordshire is already one of the most highly connected areas in England, but due to its unique location in the centre of the Oxford-Cambridge Corridor, there are a number of key opportunities that the Plan is positioned to take full advantage of including “*the proposed East West Rail Link (EWR), the Cambridge-Milton Keynes-Oxford Arc and associated high tech employment led growth*”.

3.2.25. The Council is committed to undertake a partial review of the Local Plan (Policy SP1a) which will investigate, as part of the wider statutory plan-making processes and identify where necessary, opportunities for future growth that can capitalise on any appropriate commitments to improve existing, or provide new, strategic infrastructure.

*Huntingdonshire’s Local Plan to 2026 (May 2019)*

3.2.26. The Local Plan recognises that the East-West Rail Consortium is working to secure a strategic railway connection between Oxford and Cambridge and states that progress on strategic transport infrastructure upgrades will be considered when preparing the future development strategy.

- 3.2.27. It notes the opportunity to locate development in locations with good access to upgraded transport routes to maximise the local benefit of investment. It acknowledges that significant investment is already being directed to the A14 and A428 to improve the reliability of journeys on these routes and recognises that longer term proposals being worked up for the Oxford-Milton Keynes-Cambridge corridor to promote infrastructure, housing and growth which will be facilitated by the EWR Project. The EWR Project is likely to affect the southern part of the district, particularly St Neots, and the Local Plan states that future development proposals may come forward through an integrated strategic plan and/or the next iteration of the Huntingdonshire Local Plan.
- 3.2.28. Growth to the east of the East Coast main railway line at St Neots is one of two Strategic Expansion Locations identified in the Plan. The location is potentially served by the EWR Project, if any of Alignments 1, 2, 6, 8 or 9 were to be selected.

*South Cambridgeshire Local Plan (September 2018) and Cambridge Local Plan (October 2018)*

- 3.2.29. Cambridge City Council and South Cambridgeshire District Council are now working together to create a joint Local Plan for the two areas, referred to as Greater Cambridge, to ensure that there is a consistent approach to planning and building across both areas over the next 20 years.
- 3.2.30. The existing Local Plans were adopted in 2018 when the EWR Project proposals were at an embryonic stage. Whilst there is therefore no direct policy support for the EWR Project at this stage, the key vision and strategic objectives place an overarching emphasis on delivering sustainable development. As set out above, the EWR Project will further the objective of sustainable development.
- 3.2.31. Sustainable transport is a key consideration influencing the development strategy of both South Cambridge District and Cambridge City Council. Development allocations are located, and encouraged to be designed, to reduce the need to travel, particularly by car with an emphasis on improving accessibility to bus and rail services.
- 3.2.32. Policy S/6 of the South Cambridgeshire Local Plan sets out the development strategy to 2031 including the strategic scale allocations at Bourn Airfield for 3,500 homes and a major expansion of Cambourne for a fourth linked village of 1,200 by 2031. These allocations are well located to take advantage of the improved connectivity that the EWR Project will provide across the Oxford-Cambridge Arc.

*Greater Cambridge Local Plan: Development Strategy Options (November 2020)*

- 3.2.33. The Greater Cambridge Local Plan is the emerging joint Local Plan for the Cambridge City and South Cambridgeshire District Councils covering the period up to 2041. Initial stages of work have been carried out to develop the evidence base and to start to test growth and spatial options.
- 3.2.34. The opportunity to focus growth around public transport nodes and along public transport corridors are amongst the spatial development options being considered, including locating new homes at Cambourne and along the A428 public transport

corridor, partly on the basis that Cambourne is due to be served by a new East West Rail station.

## 4. Q1.17.4.1 (b)

*“EWR, your submission [AS-004] states that there are likely to be significant engineering interfaces between your scheme and the Proposed Development. Explain what these are.”*

### 4.1. Background

- 4.1.1. As described in the EWR Project Second Non-Statutory Consultation, several of the alignments under consideration would have an engineering interface with the Scheme within EWR Project Section D (Clapham Green to the Eversdens, between the A1/ECML Corridor and Caxton Gibbet).
- 4.1.2. The EWR Project Second Non-Statutory Consultation considered prospective route alignments, which are the narrower areas in which the railway could be constructed. Nine alignments were identified and reported on in the documents accompanying the second non-statutory consultation. While EWR Co remains open minded, and is currently reviewing the outputs of the second non-statutory consultation, five alignments (one, two, six, eight, and nine) were identified in the consultation documentation as being shortlisted. Two of those shortlisted alignments were further identified as being potential emerging preferences for EWR Co (alignments 1 and 9).
- 4.1.3. Figure 1, below, shows the location of the shortlisted route alignments.

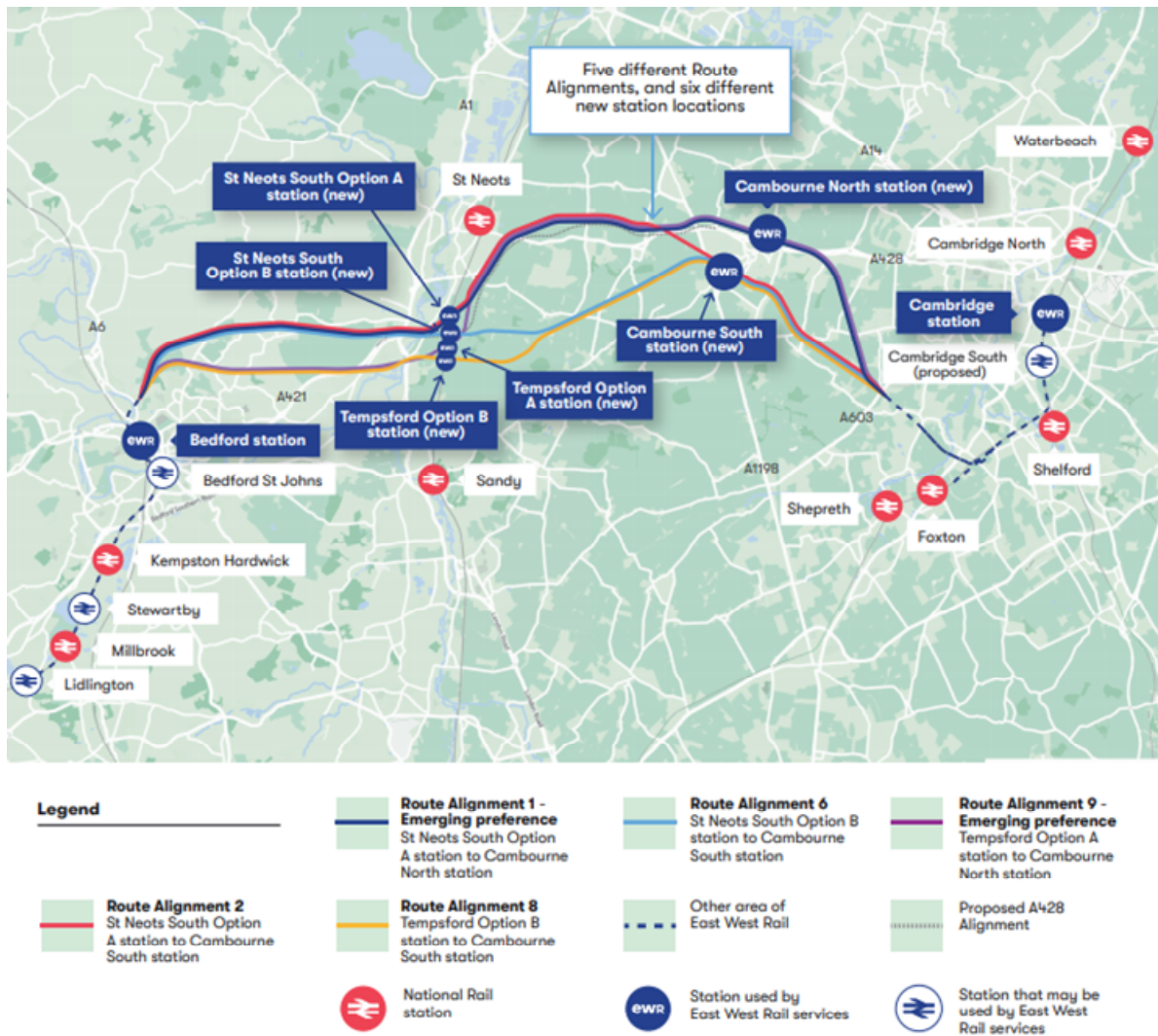


Figure 1 EWR Project Section D Alignment options under consideration

## EWR Project – shortlisted route alignments in the vicinity of the Scheme

- 4.1.4. The engineering interface between the EWR Project and the Scheme is summarised below for each of the shortlisted alignments in ascending order of the scale of the interface. As EWR Co's emerging preferences, as expressed in its 2021 non-statutory consultation, route alignments one and nine have the more significant interfaces with the Proposed Development, these are covered in greater detail, with the interfaces described below.
- 4.1.5. The descriptions are broken down into the areas of significant interface as they align with Highways England's proposals at Black Cat Junction, Black Cat Junction – Caxton Gibbet Junction, and Caxton Gibbet Junction.
- 4.1.6. The descriptions set out in this response are based on the EWR Project route alignment options presented at the non-statutory consultation which concluded on 9 June 2021. The results of this consultation are being taken into account prior to the announcement of a preferred route alignment and the subsequent statutory consultation prior to the submission of a DCO application. The route alignments presented here are subject to amendment in response to the design development

process, comments raised at the non-statutory consultation, and ongoing engagement.

- 4.1.7. Throughout, references to Works No.'s are those as listed in Highways England's application for the Scheme and are based on the potential interactions with the Scheme as proposed. This response lists the critical interactions identified to date, but is not exhaustive at this stage.
- 4.1.8. Impacts to the landscaping and planting proposed by the Scheme are likely to be required at all areas of potential interaction and therefore have not been explicitly described in this response.

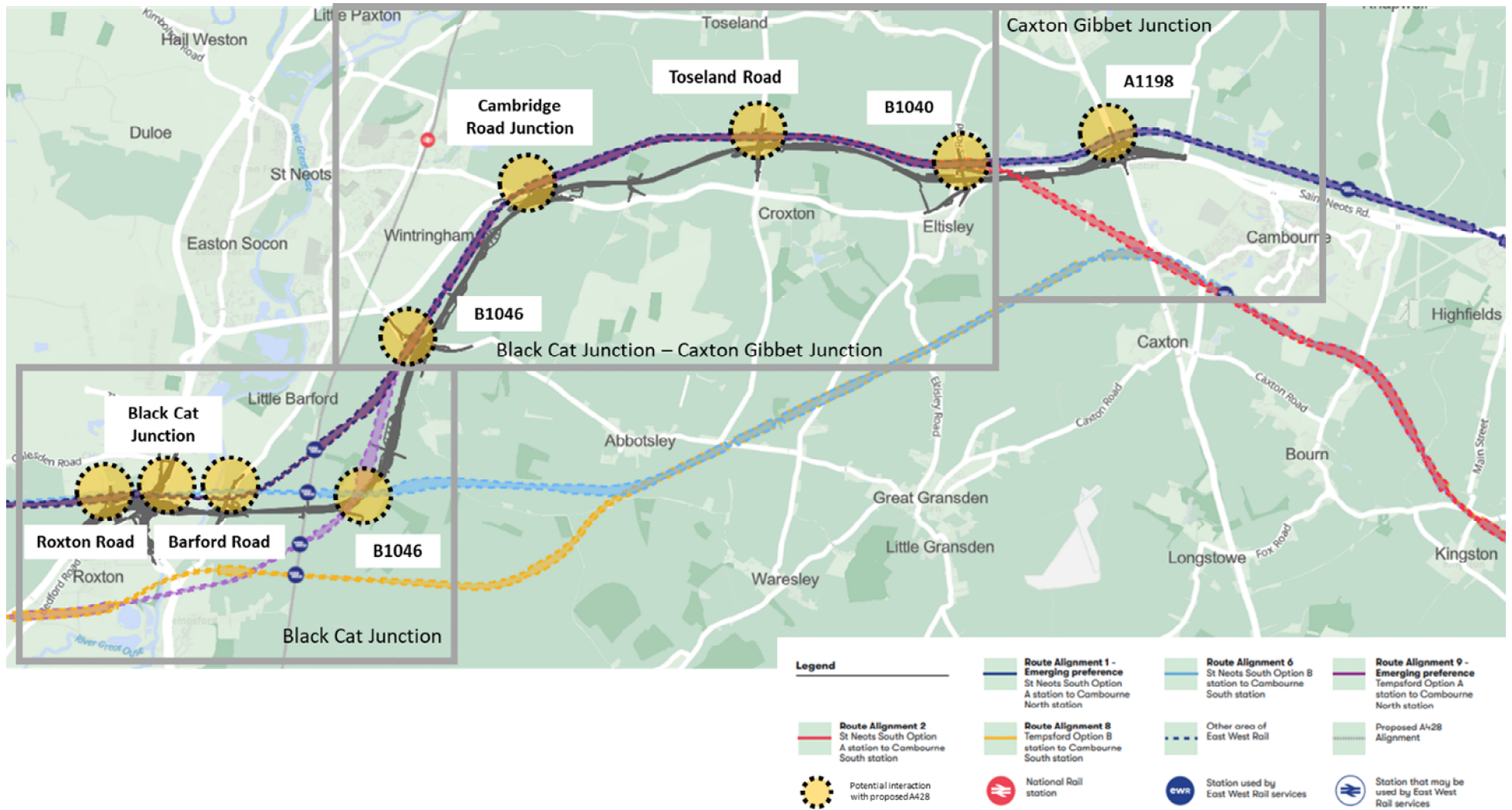


Figure 2 Potential engineering interaction locations of the EWR Project with the Scheme



## 4.2. Black Cat Junction Area

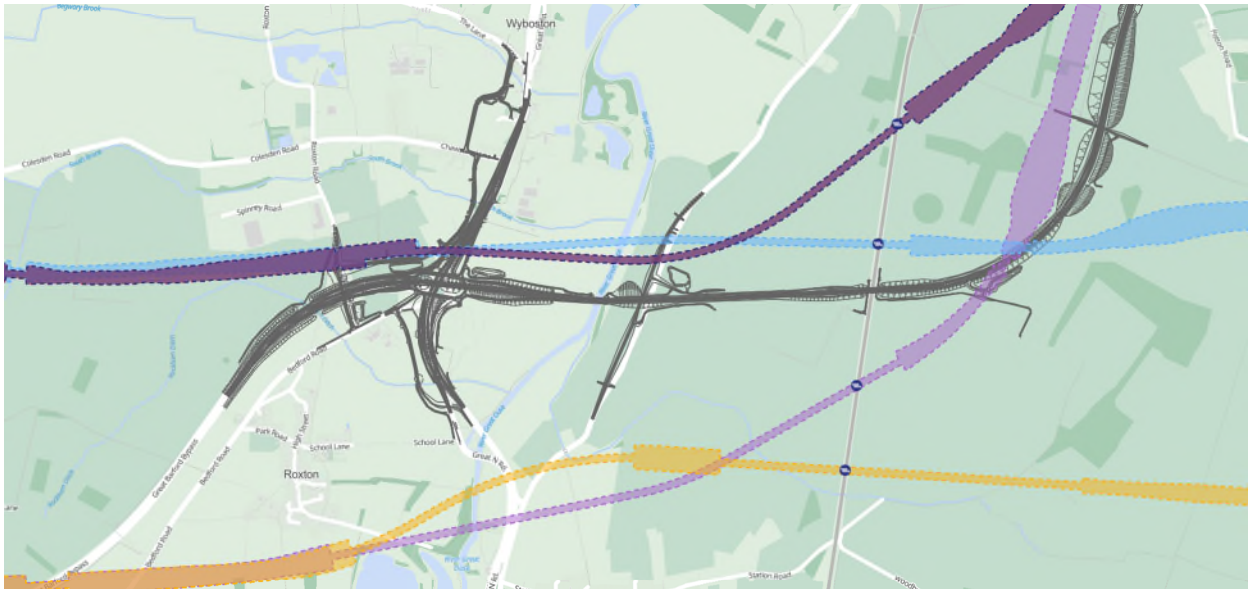


Figure 3 Potential engineering interaction between the Scheme and EWR Project Alignments 1,2, 6, 8 & 9 at Black Cat Junction

- 4.2.1. **Route Alignment 8** passes over the East Coast Main Line (ECML) and A1 to the south of the Scheme. As such, there is no direct engineering interface with the Scheme. However, the construction programmes for both schemes overlap and therefore the impacts of the Scheme during construction may be affected by the construction of the EWR Project due to their relative proximity.
- 4.2.2. **Route Alignment 9**, similar to **Route Alignment 8**, approaches the A1 area south of the Scheme's proposed improvements at Black Cat Junction. However, Route Alignment 9 begins to turn north toward St Neots to the west of the ECML and intersects with the Scheme as it also turns north (in approximately the same location as the intersection with Alignment 6 but with a different orientation). The two schemes run in parallel northwards towards St Neots. This would require the construction of an intersection structure under the highway.
- 4.2.3. The likely interfaces between the Scheme and Route Alignment 9 of the EWR Project at Black Cat Roundabout are:
- Work Nos. 40, 52, 53 & 54 - Construction of an intersecting underbridge.
- 4.2.4. **Route Alignment 6** passes over the ECML immediately to the north of the Scheme's proposed junction improvements at Black Cat Roundabout, running roughly parallel (E-W) to the Scheme's proposed improvements to the A421 and the new A428.
- 4.2.5. To the east of the A1, River Great Ouse and ECML corridor, where the proposed A428 turns north toward St Neots, **Route Alignment 6** continues east and crosses under the Scheme (Work No. 54). This would require the construction of an intersection structure under the proposed highway at the approximate location of the Bedford Borough Council / Central Bedfordshire Council boundary.
- 4.2.6. The likely interfaces between the Scheme and Route Alignment 6 of the EWR Project at Black Cat Roundabout are:

- Work No.3 - Changes to the proposed Roxton Road and Roxton Road Link (South) and PRoWs.
- Work No.1 - Construction of a railway viaduct across the proposed Black Cat Junction.  
Work No.2 - Construction of a railway embankment on the sites of proposed Borrow Pits.
- Work No. 43 - Realignment of the proposed Barford Road.
- Work Nos. 40 & 54 - Construction of an intersecting underbridge.

4.2.7. **Route Alignment 1 & Route Alignment 2** have the same alignment through this section. Similar to Route Alignment 6, Route Alignments 1 & 2 pass over the ECML immediately to the north of the Scheme's proposed junction improvements at Black Cat Roundabout, running roughly parallel (E-W) to the Scheme's proposed improvements to the A421 and new A428. To the east of the A1, River Great Ouse and ECML corridor, where the Scheme turns north toward St Neots, EWR Route Alignments 1&2 similarly turn north and run alongside the A428 alignment proposed by the Scheme.

4.2.8. The likely interfaces between the Scheme and Route Alignments 1&2 of the EWR Project at Black Cat Roundabout are:

- Work No. 3 - Changes to the proposed Roxton Road and Roxton Road Link (South) and PRoWs
- Work No. 1 - Construction of a railway viaduct across the proposed Black Cat Junction
- Work No. 2 and Work No. 22 - Construction of a railway embankment on the sites of proposed Borrow Pits
- Work No. 43 - Potential realignment of the proposed Barford Road

4.2.9. All of the route alignment options under consideration by EWR Co introduce a new Station on the ECML. This is likely to require amendments to the local road network to facilitate station access and facilities. Design options for these changes and station arrangements will be developed in greater detail once a Preferred Route Alignment has been determined for the EWR Project. This will include a determination as to whether this will require the addition of a new grade separated junction onto the proposed A428 in the area to the east of the proposed Black Cat Junction improvements.

### 4.3. Black Cat Junction – Caxton Gibbet Junction

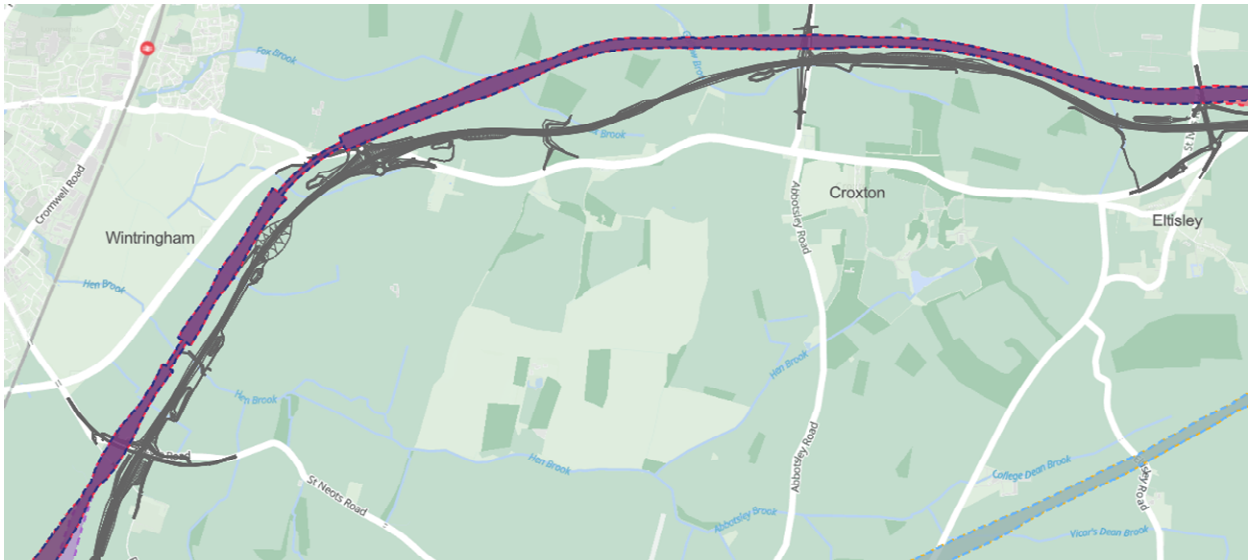


Figure 4 Potential engineering interaction between the Scheme and EWR Project Alignments 1,2 & 9 between Black Cat Junction and Caxton Gibbet Junction

#### Alignments 6 & 8

4.3.1. Alignments 6 & 8 have no further engineering interfaces with the Scheme beyond those on Alignment 6 described above, as they are located to the south of the Scheme (see Figure 1). However, the construction programmes for both schemes overlap and therefore the impacts of the Scheme during construction may be affected by the construction of the EWR Project, due to their relative proximity.

#### Alignments 1,2 & 9

4.3.2. Between south of the existing Potton Road and east of the existing St Ives Road (Eltisley) EWR Project Alignments 1,2 & 9 share a common route alignment (shown as a single purple alignment in Figures Figure 4, Figure 5, Figure 6, Figure 7 & Figure 8) with some minor variation in vertical alignments between options, see Figure 4. The likely engineering interfaces with the Scheme are therefore described collectively and are relevant to both of EWR Co's emerging preferences (Alignments 1 & 9), as well as Alignment 2.

4.3.3. The Scheme and EWR Project Alignments 1,2 & 9 run in a broadly parallel alignment through the Black Cat Junction – Caxton Gibbet Junction corridor. As a result, there are likely to be interfaces between the EWR Project and the Scheme's construction programme, landscaping and environmental mitigations and utility diversions. EWR Co are developing proposals and coordinating with Highways England to determine how these areas will interact based on the Scheme designs as submitted. In the meantime, it is anticipated that the draft protective provisions to be the subject of discussions between EWR Co and Highways England will govern any such interactions.

4.3.4. The likely specific engineering interfaces with the Scheme in this corridor are set out below, with corresponding images:

- Work No 68 and Work No. 57 - Changes to the proposed B1046 Bridge (Work No. 68) and the proposed emergency access to the proposed Dual Carriageway (Work No. 57) and surrounding infrastructure to accommodate the EWR Project Alignment passing under the realigned B1046 as shown in Figure 55 below.



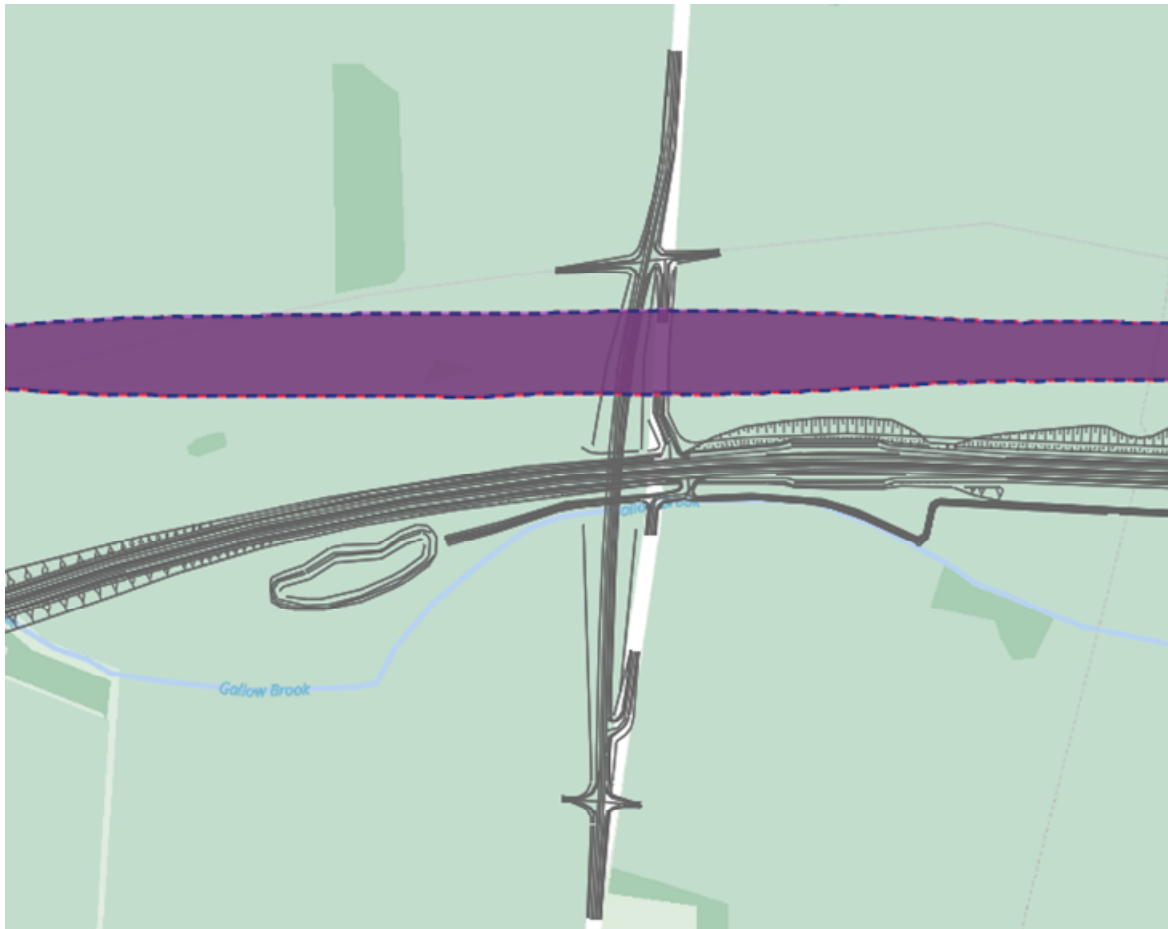
Figure 5 Potential engineering interaction between the Scheme and EWR Project Alignments 1,2 & 9 at B1046 / Potton Road

- Work No. 80 - Changes to the designs as proposed for the proposed Cambridge Road Roundabout and Cambridge Road Junction – North Roundabout and surrounding infrastructure to accommodate the EWR Project Alignment crossing the realigned existing A428 as shown in Figure 66 below.



*Figure 6 Potential engineering interaction between the Scheme and EWR Project Alignments 1,2 & 9 at Cambridge Road Junction*

- Work No. 89 - Changes the proposed Toesland Road and surrounding infrastructure (Work No. 89) to accommodate the EWR Project Alignment passing under the realigned Toesland Road. This is shown in Figure 77 below.



*Figure 7 Potential engineering interaction between the Scheme and EWR Project Alignments 1,2 & 9 at Toseland Road*

- Work No. 96 - Changes to the proposed realigned B1040 (St Ives Road) and Eltisle Link North Roundabout and surrounding infrastructure (Including but not limited to Work No. 96) to accommodate the EWR Project Alignment passing under the realigned B1040 as shown below in Figure 88.

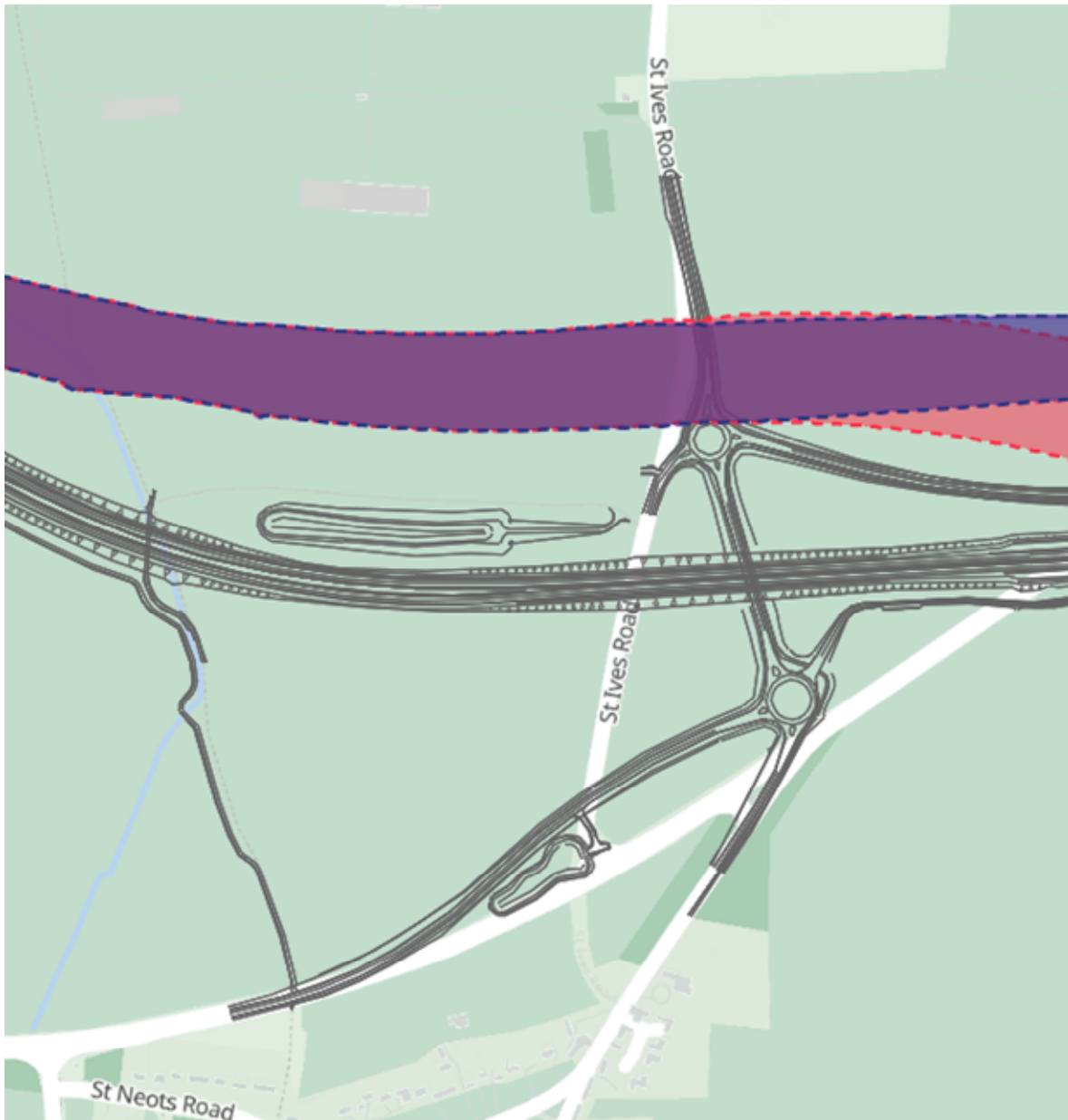


Figure 8 Potential engineering interaction between the Scheme and EWR Project Alignments 1,2 & 9 at B1040

#### 4.4. Caxton Gibbet

4.4.1. To the east of B1040 (St Ives Road) north of Eltisley EWR Project Alignment 2 diverges from EWRs Project Alignments 1 & 9, as shown in Figure 99 below. As such, these alignments are described separately below.

#### Route Alignment 2 (Red)

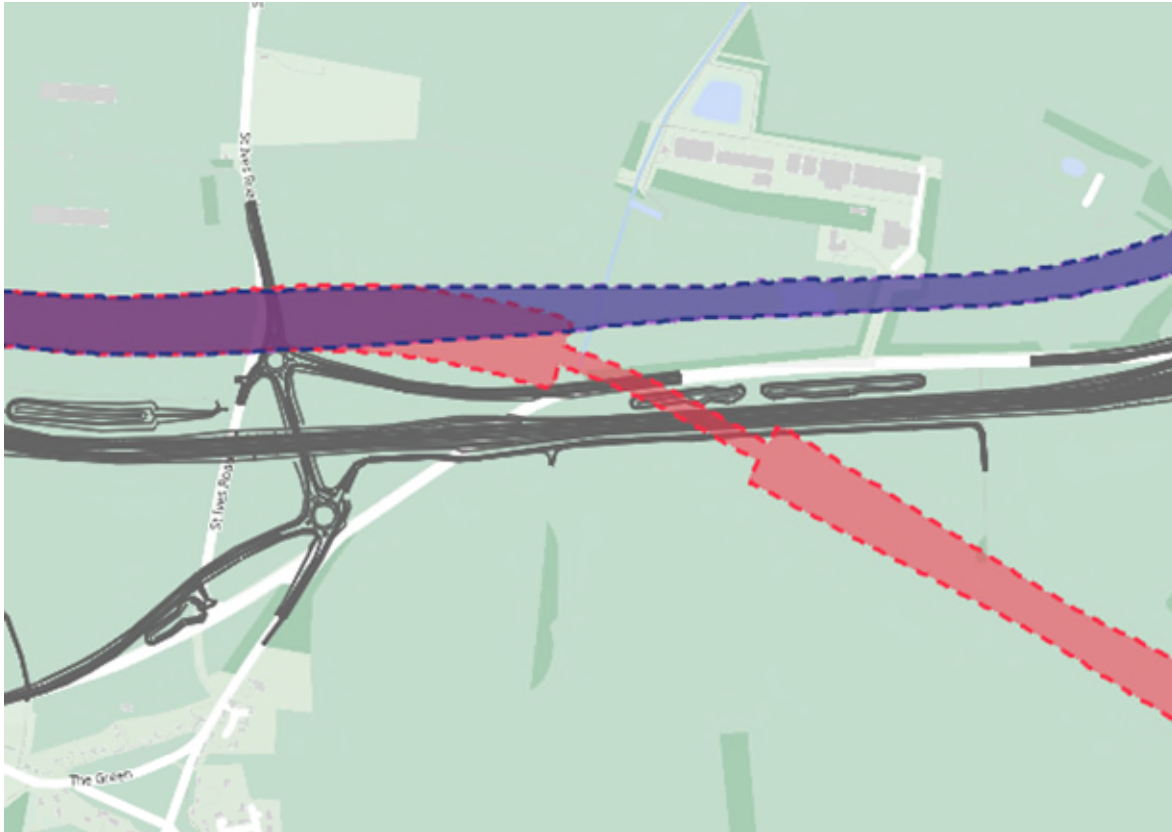


Figure 99 Potential engineering interaction between the Scheme and EWR Project Alignment 2 east of B1040

4.4.2. To the East of B1040 (St Ives Road), EWR Project Alignment 2 turns south to pass south of Cambourne as shown in Figure 99 above. This may require an overbridge structure to pass over the Scheme (Work Nos. 91 & 98). Route Alignment 2 then has no further engineering interface with the A428, as it passes to the south of Cambourne and the Scheme. However, the construction programmes for both schemes overlap and therefore the impacts of the Scheme during construction may be affected by the construction of the EWR Project, due to their relative proximity.



## Alignments 1&9 (Blue)



Figure10 10 Potential engineering interaction between the Scheme and EWR Project Alignments 1 & 9 at A1198

- 4.4.3. As shown in Figure10 above, to the east of B1040 (St Ives Road) Route Alignments 1&9 run parallel to the Scheme and cross the proposed alterations to the A1198 to the north of Caxton Gibbet North Roundabout (Work Nos. 106, 109, 111).
- 4.4.4. Route Alignments 1 & 9 then have no further engineering interface with the Scheme. However, the construction programmes for both schemes overlap and therefore the impacts of the Scheme during construction may be affected by the construction of the EWR Project due to their relative proximity.
- 4.4.5. EWR Project Alignments 1 & 9 would cross the existing A428 to the east of Cambourne, but this section of the A428 does not fall within the Order limits of the Scheme.

## 5. Q1.17.4.1 (c)

*“(c) EWR, explain if the Proposed Development could, and in what ways, affect the likely deliverability of the intended EWR scheme?”*

- 5.1. Should EWR Co choose any of route alignments 1, 2 or 9 as its preferred route alignment, then there would be significant engineering interfaces with the Scheme. If another route alignment were to be chosen, then the EWR Project is likely to affect the Scheme less significantly and be less affected by the Scheme. However, as set out in the response to Q1.17.4.1(b), above, there would still be interactions between the EWR Project and the Scheme.
- 5.2. EWR Co is working with Highways England to share information, engineering detail and data, so that EWR Co can better understand the Scheme and utilise the ecological, environmental, geotechnical, statutory undertakers, traffic modelling, stakeholders, land and property information in each case subject to complying with data protection legislation.
- 5.3. Currently, the EWR Project’s horizontal and vertical alignments are in development. In horizontal terms there are potential interfaces at several points along the route, such as Black Cat, Cambridge Road, Caxton Gibbet and a number of side roads, as described in the answer to Q1.17.4.1(b), above.
- 5.4. In terms of the vertical alignment, EWR Co are still determining the optimum cut/fill balance, and this will determine whether the railway goes over or under the Scheme at the various engineering interfaces. By moving the EWR Project as close as reasonably practical to the Scheme, EWR Co would envisage a better land utilisation with smaller sterilised areas of land between the two schemes. The inclusion of protective provisions in the dDCO to provide for joint working and the process to be followed where interfaces emerge will allow for efficiencies such as these to be realised.
- 5.5. Co-ordinated discussions have already commenced with Highways England’s design and build contractor for the potential to make use of early works regarding utilities, in terms of protection and diversion, where there is the potential for an interface.
- 5.6. The current construction programme for each scheme envisages that the EWR Project will be in the first year of construction when the Scheme is in the final year. As such, there is the potential to achieve synergies in the physical delivery of the works. This will be dependent on programmes, and EWR Co are already in discussion, at an early stage, with Highways England’s contractor to explore how this opportunity can be maximised. An example of this would be to allow EWR Co to occupy the Scheme’s on site construction offices, depot and logistic facilities rather than building new facilities.
- 5.7. Should the Scheme not be delivered in a manner that takes account of the EWR Project, there is a risk that the latter will be rendered more expensive or more difficult to deliver which would also lengthen the programme to delivery. This may adversely affect the achievement of wider transport and economic objectives of the EWR Project. As such, it is important that measures, secured by appropriate protective provisions in the dDCO,

are put in place to ensure that key interfaces are properly managed, regardless of the route alignment eventually chosen for the EWR Project.

- 5.7.1. Put shortly, provided that interfaces are properly managed, there are no reasons in particular why the Scheme should impede delivery of the EWR Project or *vice versa*.

## 6. Q1.17.4.1 (d)

*“EWR, what is the appropriate protection that you wish to seek for your scheme that you believe can be secured in this Examination. How do you believe these protections can be secured?”*

- 6.1. EWR Co requires protective provisions for the protection of its undertaking, and will propose draft protective provisions for inclusion in the dDCO. Notwithstanding that the EWR Project is not yet a physical asset, the inclusion of protective provisions would be appropriate, and reflects the approach typically adopted for the protection of undertakings, as opposed to assets.
- 6.2. The drafting of the protective provisions will be the subject of discussions between EWR Co and Highways England. Further updates as to the progress of these discussions will be provided through future iterations of the SoCG and it is anticipated that discussions as to protective provisions will conclude substantially in advance of the close of the examination.
- 6.3. The draft protective provisions are expected to secure joint working as further information as to the EWR Project becomes available. In particular, the drafting will need to ensure clarity as to the process to be followed where there is an interface. This approach would promote predictability and convenience for both EWR Co and Highways England.

## 7. Q1.17.4.1 (e)

*EWB, explain the modification to the DCO that you would require.*

- 7.1. The modification to the dDCO required would comprise the inclusion of protective provisions for the benefit of EWR Co.
- 7.2. The drafting of the protective provisions to be included in the dDCO will be the subject of discussions between EWR Co and Highways England. Further updates as to the progress of these discussions will be provided through future iterations of the SoCG.
- 7.3. If interfaces can be identified sufficiently early, then some changes to works descriptions may be requested. However, whilst noting the comments of the ExA on the timing of any change request, it is too early to identify such changes when a preferred route alignment has not been selected.

## 8. Q1.17.4.1 (g)

*“Applicant, with reference to Advice Note 17, explain with reasons if EWR should be included in the assessment of cumulative effects in the ES? EWR may comment.”*

- 8.1. EWR Co reserves its position pending receipt of the comments of Highways England in response to this question.
- 8.2. A preferred route alignment for the EWR Project in the vicinity of the Scheme has not been announced nor has EWR Co applied for a Scoping Opinion from the Planning Inspectorate.
- 8.3. Therefore, at this stage, it is not considered that the EWR Project is a development that is of sufficient certainty to be apt for cumulative assessment with the Scheme. However, EWR Co will continue to engage with Highways England, to ensure that the EWR Project is appropriately reflected in the assessment of the Scheme.
- 8.4. In line with normal procedure, when EWR Co performs its own environmental impact assessment(s), it will assess impacts with the Scheme as predicted to be in situ/under development.

## 9. Q1.17.4.1 (h)

*“Applicant and EWR, explain if efficiencies could be made if there was greater collaboration between the Proposed Development and the EWR scheme, particularly in terms of land take and loss of functional BMV agricultural land? LAs may also comment”*

- 9.1. Both EWR Co and Highways England appreciate the benefit of the two schemes working together.
- 9.2. For example, EWR Co obtains data from Highways England that Highways England has already produced to facilitate the preparation of EWR Co’s DCO application.
- 9.3. EWR Co and Highways England are sharing traffic modelling, geotechnical investigations, information regarding statutory undertakers’, and environmental data including ecological data. In addition, EWR Co are in discussion with Highways England’s appointed design and build contractor as to the opportunities which may be presented through the delivery of the schemes, and through their legacy. This includes the examples presented in the response to Q1.17.4.1(c).
- 9.4. Discussions are also underway as to how the schemes could avoid one disturbing the other’s new and/or developing infrastructure, as well as whether the EWR Project could utilise the Scheme’s utility diversions and protection mechanisms.
- 9.5. While the alignment of the EWR Project has not yet been determined, an alignment as close as practically possible to the Scheme, with appropriate joint working provisions in the Scheme’s dDCO, would minimise the amount of land take between the schemes and reduce accommodation works to small parcels of land.
- 9.6. Any reduction in land take through joint working provisions within the DCO could have a more benign through the reduction of impacts upon Best and Most Versatile (BMV) agricultural land and land-take generally. This would be dependent upon the specific area being affected, but in principle EWR Co will seek to reduce the use of BMV land in particular and where reasonably practicable, and where BMV land cannot be avoided, EWR Co would seek to maximise the reuse of the displaced soil resource.
- 9.7. As set out above, impacts from land take in general are also more straightforwardly managed by these means.