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**BY EMAIL ONLY**

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Dear Sir/Madam

**East West Railway Company Representation on the Cambridge Biomedical Campus Supplementary Planning Document (SPD)**

This response on the draft Cambridge Biomedical Campus Supplementary Planning Document (SPD) is submitted on behalf of East West Railway Company Limited (EWR Co). EWR Co is the organisation responsible for delivering East West Rail (EWR), a project of national significance aiming to deliver both new and enhanced rail infrastructure to provide frequent, fast, and reliable rail links for communities between Oxford, Milton Keynes, Bedford, and Cambridge.

**EWR Co's proposals south of Cambridge Station**

EWR Co is undertaking non-statutory consultation on its updated proposals for the EWR project until the 24<sup>th</sup> January 2025. The consultation material includes information on the updated infrastructure and design plans for the new section of railway between Bedford and Cambridge; proposals for upgrading the existing railway infrastructure between Oxford and Bedford; emerging proposals for train power and service frequency; and the identification of areas where environmental improvements could be delivered. The updated designs have been developed following feedback from previous consultations undertaken on the project in 2019 and 2021, as well as further technical design work. EWR Co's revised proposals are set out in a series of [consultation documents](#).

In addition, route section plans have been published which cover the entirety of the EWR route and set out the detailed proposals and draft order limits for the entirety of the route. The relevant section for Cambridge can be found [here](#).

To accommodate the new East West Rail trains, EWR Co is proposing to install two new tracks on the west side of the existing West Anglia Main Line from Shepreth Junction.

From where the railway crosses beneath Addenbrooke's Road, the two new tracks would continue on the western side of the West Anglia Main Line through Cambridge South station, currently under construction



by Network Rail. It would then continue through Cambridge Biomedical Campus, under Long Road and Hills Road and connect into the existing four-track arrangement south of Cambridge station. Figure 1 shows the interaction between the EWR draft Order Limits, the Cambridge Biomedical Campus site allocation and area of major change (under site allocation M15 and Policy 17 of the Cambridge City Local Plan) and the Campus extension (under Policy E/2 of the South Cambridgeshire Local Plan).

Cambridge South station is currently under construction by Network Rail. The two new East West Rail tracks would tie-in with the planned station layout. Some minor changes to the new station may be required to accommodate East West Rail services. EWR services would stop at Cambridge South station, before proceeding north to terminate services at Cambridge station.

The addition of the two new tracks to the West Anglia Main Line means that the bridge at Long Road would need to be widened to allow four tracks to pass under it. To do this, the existing bridge at Long Road would need to be demolished and a new, longer bridge built to span the proposed four tracks. Temporary access across the busway, which runs parallel to the west of the West Anglia Main Line, would be needed to allow the bridge to be reconstructed and for associated railway works.

Further detail regarding EWR Co's proposals for entering Cambridge are set out in the [Technical Report](#) published as part of the EWR non-statutory consultation (see Section 13.1, pp. 375-377).

### **EWR Co's comments on the draft SPD**

EWR Co supports the principle of the draft SPD and its overarching ambition set out in Chapter 2 for the Biomedical Campus to be 'a world-leading location for healthcare, medical innovation and life science research'. EWR will contribute to achieving this ambition as it will support fast and easy travel to the Campus, via Cambridge South station, and help it to attract and retain the best talent.

It currently takes nearly an hour to travel just 9 miles from Cambourne to Cambridge in the morning rush-hour, but East West Rail could reduce this to 15 minutes. Bedford and Cambridge would be just 35 minutes apart, so East West Rail could expand the number of people within commuting distance of high-quality jobs in the region, including at the Biomedical Campus, giving the region's businesses and innovators access to a much bigger pool of people to hire from as they grow.

Given that EWR will support the development of the Campus, EWR Co would welcome reference to the connectivity and labour market benefits of the EWR project in the draft SPD.

Furthermore, EWR Co wishes to highlight that, to protect the planned route of the railway from conflicting development, the Secretary of State for Transport has safeguarded land required for the EWR project. Safeguarding Directions were issued by the Secretary of State for Transport on 14th November 2024 under articles 18(4), 31(1) and 34(8) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. A small area of land allocated for the development of the Cambridge Biomedical Campus falls within the land safeguarded for the EWR project under those Safeguarding Directions (as shown on Figure 1 enclosed with this letter).

The Safeguarding Directions apply to any application for planning permission not finally determined by that date, where any of the land within the planning application boundary falls within the safeguarded area. As a result, relevant local planning authorities must consult EWR Co on any planning applications covered by the Safeguarding Directions before determining those applications.

As set out in the [EWR safeguarding guidance](#), in preparing any local development document, the area safeguarded by the Directions should be taken into account (paragraph 24). The safeguarded area reflects the draft Order Limits for EWR in this area, as shown in Figure 1. EWR Co therefore considers that the SPD should be amended to include reference to the Safeguarding Directions issued for EWR, as the safeguarded area includes land within the Cambridge Biomedical Campus. EWR Co propose that a new paragraph is added to Chapter 3 (Site context) of the SPD stating:

*“East West Rail (EWR) is a project of national significance aiming to deliver both new and enhanced rail infrastructure to provide frequent, fast, and reliable rail links for communities between Oxford, Milton Keynes, Bedford, and Cambridge. The Secretary of State for Transport has safeguarded land currently identified as being required for the EWR project to protect it from conflicting development. Safeguarding Directions were issued by the Secretary of State for Transport on 14th November 2024 under articles 18(4), 31(1) and 34(8) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. A small area of land allocated for the development of the Cambridge Biomedical Campus falls within the land safeguarded for the EWR project. Under the Safeguarding Directions, the local planning authority must consult East West Railway Company Limited (EWR Co) on any applications for planning permission relating to land falling within the safeguarded area before determining those applications.”*

EWR Co recommends that the SPD is also amended to highlight that developers proposing development affecting land within the Campus which falls within safeguarded area should engage with EWR Co at an early stage, alongside any pre-application engagement with the LPA. Early engagement will allow EWR Co to consider how the proposals interact with East West Rail and how they might be accommodated with the proposed railway project, helping to avoid the possibility of a recommendation for refusal being made to the LPA by EWR Co at the planning application stage. To discuss any relevant proposals, developers should contact EWR Co by email at: [land@eastwestrail.co.uk](mailto:land@eastwestrail.co.uk).

EWR Co recommends a new paragraph 5.7 is added to Chapter 5 of the SPD, as follows:

*“It is strongly encouraged that developers bringing forward proposals for new development on the Campus take account of the East West Rail project in those proposals and liaise with EWR Co to facilitate co-ordination between the development proposals and East West Rail.*

*Developers proposing development affecting land within the Campus which falls within the safeguarded area should engage with EWR Co at an early stage, alongside any pre-application engagement with the LPA. Early engagement will allow EWR Co to consider how the proposals interact with East West Rail and how they might be accommodated with the proposed railway project, helping to avoid the possibility of a recommendation for refusal being made to the LPA by EWR Co at the planning application stage. To discuss any relevant proposals, developers should contact EWR Co by email at: [land@eastwestrail.co.uk](mailto:land@eastwestrail.co.uk).”*

As set out in paragraph 29 of the EWR safeguarding guidance, when adopting supplementary planning documents, LPAs should note in the statement of consultation any representations received which relate to the Safeguarding Directions.

EWR Co supports close working and ongoing communication with the Councils, Cambridge Biomedical Campus Ltd, landowners and occupiers to ensure that development within the Cambridge Biomedical Campus aligns with EWR Co’s proposals, and in turn builds upon the Campus’ position as an unparalleled centre for life sciences.

I hope that the information in this letter is helpful. If you have any queries or require any additional information or clarification, then please do not hesitate to contact me.

Yours faithfully



Matthew Barron  
Principal Planner

**Figure 1 - Interaction between EWR draft Order Limits/Safeguarded Area (red), Cambridge Biomedical Campus site allocation and area of major change (purple) and Campus extension (pink)**

