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11th February 2025

BY EMAIL ONLY

Dear Sir/Madam,

Re: Stapleford & Great Shelford Neighbourhood Plan

This consultation response to Stapleford & Great Shelford Neighbourhood Plan (Regulation 15) consultation is submitted on behalf of the East West Railway Company Limited (EWR Co). EWR Co is the organisation responsible for delivering East West Rail (EWR), a nationally significant rail project 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.

Between 14 November 2024 and 24 January 2025 EWR Co undertook a further round of non-statutory consultation (NSC) on the EWR project, details of which can be found on EWR Co's [consultation webpages](#). The purpose of this non-statutory consultation was to obtain feedback on the early project designs, including areas where EWR Co is considering options, whilst the consultation feedback will be taken into account as the design of the Project is developed in more detail. Feedback will also be used to review potential opportunities and inform plans to mitigate the impacts of the Project. A statutory consultation is proposed for later in 2025, where more detailed information about the Project is to be presented before the proposals are finalized and an application for a Development Consent Order is submitted.

Map A (enclosed) has been produced to show the proposed design of EWR at this stage within the context of Stapleford and Great Shelford Neighbourhood Plan area.

Further details of the EWR proposals for the part of the route within the Stapleford and Great Shelford designated neighbourhood area contained in Chapter 15 of the consultation document which can be found [here](#). This chapter proposes the following permanent EWR infrastructure interventions within the Stapleford and Great Shelford neighbourhood area:

- The addition of two new tracks along the west of the West Anglia Main Line (WAML) to create a four-track corridor from Shepreth Junction into Cambridge;
- Replacement of the existing Great Shelford Footpath 1 footbridge over the railway at Shepreth Junction;



- A rail system compound and new balancing pond to accommodate drainage from the wider track corridor, south east of Shepreth Junction;
- A further balancing pond south of the existing Addenbrooke's Road overbridge crossing on the west of the railway, also to accommodate drainage from the wider track corridor;
- Widening of the existing under bridge at Nine Wells in order to accommodate the additional two-tracks to the WAML;
- A diversion to the cycle route along the eastern edge of the railway between Shepreth Junction and Nine Wells; and
- A potential Infrastructure Maintenance Depot (IMD), the specific location however remains under consideration.

In addition to the permanent interventions, land within the neighbourhood area is also proposed for use temporarily as construction and logistics compounds to support the construction of those permanent interventions. Temporary compounds are proposed in the following locations:

- North of Granhams Road (east of the existing WAML);
- South of Addenbrooke's Road (west of the existing WAML).

Map A identifies the locations of all permanent and temporary EWR infrastructure interventions which are proposed within the Stapleford and Great Shelford neighbourhood area.

For awareness, EWR Co has fully briefed the South Cambridgeshire District Council (relevant Local Planning Authority for the Stapleford and Great Shelford neighbourhood area) on the emerging proposals for the project over time and will continue to hold regular stakeholder engagement meetings to discuss progress on the EWR project.

Furthermore, on the 14 November 2024 the Secretary of State for Transport issued Safeguarding Directions for the EWR project which require Local Planning Authorities to consult EWR Co on any application for planning permission that is located within the Safeguarded area, prior to the determination of that application. The safeguarded area is a zone bounded by lines marked "Limits of Land subject to Safeguarding Direction" shown on plans annexed to the Directions. South Cambridgeshire District Council was issued with copies of the Safeguarding Direction and accompanying Guidance on the 14 November 2024. The documents for the Safeguarding Direction and the accompanying guidance that were issued to the Local Planning Authorities can be found at the following: www.eastwestrail.co.uk/safeguarding

Following review of the Regulation 15 Stapleford & Great Shelford Neighbourhood Plan, EWR Co's comments are as follows:

Policy S&GS 13: Important views

This policy states that development proposals must maintain or enhance the key features and setting of the views into and out of the settlement area (the important views are understood to have been identified as important through community engagement work associated with the development of Stapleford & Great Shelford Neighbourhood Plan). At this stage of EWR design development it is predicted that some of these views may be impacted temporarily by EWR's proposals.

The Great Shelford Village Charity community garden and allotment View (J), Near 'Hillrise', Granhams Road View (L), and New countryside park between Haverhill Road and Hinton Way view (O) may be impacted temporality due to the construction and use of the Addenbrooke's Road main construction compound.

Similarly, The Great Shelford Village Charity community garden and allotment View (J), The Near 'Hillrise', Granhams Road View (L) and DNA path next to the railway view (K) may also be impacted temporally due to the construction and use of the Granhams Road main Construction Compound.

Both Addenbrooke's Road and Granhams Road construction compounds are planned to be temporary structures. The intention is for the land associated with Addenbrooke's Road Compound to be used for the creation of a balancing pond and grassland habitat meaning the views are likely to still retain their strong sense of countryside and maintain clear view of White Hill after construction of EWR is complete. The intention for the construction compound at Granhams Road is for it to be returned to its original condition, and therefore although there may be temporary impacts there is unlikely to be any long-term changes to these important views.

As set out in the EWR Environmental Impact Assessment (EIA) Scoping Report (December 2024), landscape and visual is a topic which will form part of the EIA to be undertaken for the EWR project, and a landscape and visual assessment will consider how the Project will alter the landscape and townscape character of the study area of the Project, and how views and the amenity people derive from them may be affected. As part of this process, appropriate mitigation will be identified to address any potentially likely significant effects, and a wider landscape strategy will be adopted to help secure an effective landscape response to the EWR proposals.

Policy S&GS 18: Facilitating active travel in Stapleford and Great Shelford

EWR Co supports the objective to reduce the reliance on private cars and enable active travel solutions. EWR Co is working with local authorities to seek to make active travel infrastructure, such as cycle and walking paths, safe and easy-to-use on routes to and from stations.

Policy S&GS 20: Protecting and improving routes into our countryside.

Policy S&GS 20 shows and aims to protect and enhance the permissive routes within the parish. The policy states that the plan would not support development with results in a reduction in provision of rural routes accessible to non-motorised users.

It is considered likely that during construction of the EWR project, there may need to be some temporary closures and/or diversions of existing permissive routes for safety. However, it is anticipated that all routes would be reinstated following construction. Details of the potential disruption are as follows:

- To accommodate the provision of two new tracks to the west of the West Anglia Main Line, the existing footbridge carrying Great Shelford Footpath 1 over the railway at Shepreth Junction would need to be replaced to create room for the additional tracks. This may require a temporary closure or diversion to this footpath route until the new footbridge is installed over the wider track.
- Secondly, it should be noted that the existing cycle route that follows the existing railway line is set to be diverted (see map A below for details of the diversion) in order to allow for safe construction of the additional tracks and for the provision of the new balancing pond north of Granhams Road.

Policy S&GS 21: Delivering Stapleford and Great Shelford's Improved Landscape Area

Policy S&GS 21 identifies land which has the opportunity for countryside enhancement, with the aim to protect and enhance the landscape setting of the Neighbourhood Area. At this stage of the EWR design and development some of the land identified for countryside enhancements is land which is safeguarded for the delivery of EWR, in particular land required for the two temporary construction compounds (previously identified in this letter) at Granhams Road (east of the existing WAML) and Addenbrooke's Road (west of the existing WAML).

As such, it is recommended that countryside enhancement measures are not implemented on these areas until construction of EWR in this location has completed and the use of the construction sites is no longer required. The current proposals are for the Granhams Road construction site to be returned to its original condition, whilst the Addenbrooke's site, following its use as a construction compound, is proposed to be enhanced through the creation of a balancing pond and the creation of a grassland habitat.

Going forward, there will be further opportunities for the public and stakeholders—including the Parish Councils—to provide their views on the proposals prior to the submission of the application for a DCO by EWR Co, including through the Cambridge City & Surrounding Areas Local Representative Group, which the Parish Councils have a standing invitation to attend as members. Further information on the Local Representative Groups, including regarding previous meetings, can be found on the [EWR website](#). EWR Co would welcome further discussion with the Parish Councils, either at the quarterly Local Representative Group meetings or in separate meetings which can be arranged at the Parish Councils' request.

We hope that the above response is helpful to the development of the Neighbourhood Plan, however, should you require any clarification or further information in respect of the EWR project, please do not hesitate to contact me.

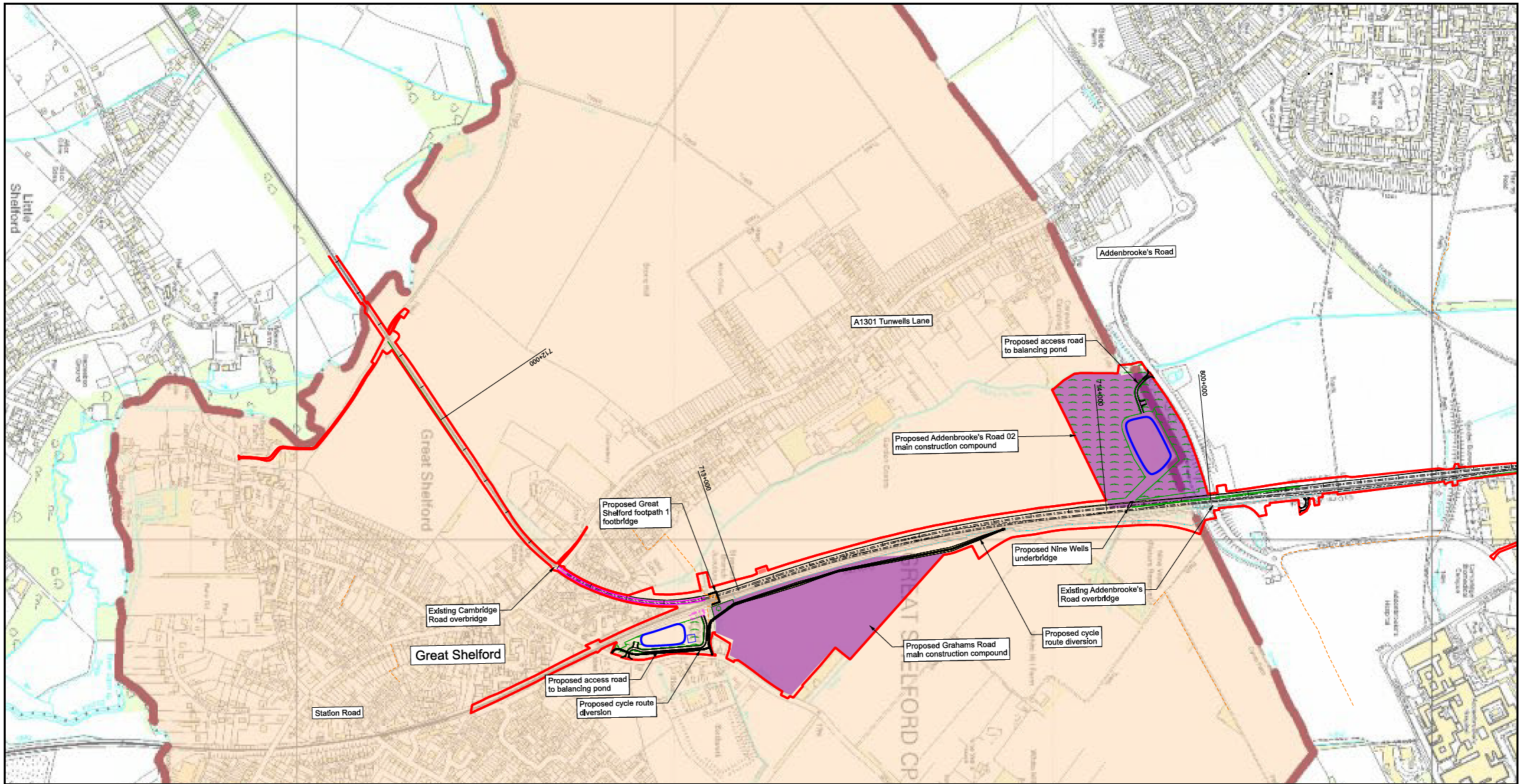
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Adam Collier
Associate
Adams Hendry Consulting Limited for East West Railway Company Limited

Map A:

EWR design proposals and associated works within the Stapleford & Great Shelford Neighbourhood Plan Area.



Key

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|--|--|--|-------------------------------|--|--------------------------------|--|-----------------------------|
| | Draft Order Limits | | Construction & logistic sites | | Habitat creation - woodland | | Neighbourhood Plan Underway |
| | EWR alignment | | Telecoms compound | | Habitat creation - grassland | | Parish Boundary |
| | Chainage (metres) | | Traction power compound | | Public Right of Way - existing | | |
| | Permanent highway (public and private) | | Bridges and retaining walls | | Balancing pond (indicative) | | |

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