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The Cambourne to Cambridge Order

Cambridgeshire County Council

Transport and Works Act 1992
Transport and Works (Inquiries Procedure) Rules 2004

Inquiry into:
THE CAMBOURNE TO CAMBRIDGE ORDER

APPENDICES TO PROOF OF EVIDENCE
of

Jo Baker, BSc, MSc, FCIHT, FCILT, ACGI
of Greater Cambridgeshire Partnership
On behalf of Cambridgeshire County Council

15th August 2025

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APPENDIX 1

GCP Governance

Background to GCP and City Deal

The GCP area covers the administrative area of Cambridge City and South Cambridgeshire, which is referred to from here on as 'Greater Cambridge'.

The overarching aims of the City Deal **CD7-02** are to address inadequate transport infrastructure and links, poor housing affordability and the lack of alignment of skills provision with employer needs. The highest priority of the Greater Cambridge City Deal is about investing in transport infrastructure to help deliver high quality, efficient and reliable passenger transport links to provide better connections between key destinations, including the city-region's major employment hubs and development sites, and to help facilitate planned growth and unlock the next phase of the 'Cambridge Phenomenon'.

The programme was developed based on the Transport Strategy for Cambridge and South Cambridgeshire (**CD7-07**, agreed March 2014), a sub- strategy of the Cambridgeshire Local Transport Plan aligning with the emerging Local Plans for Cambridge and South Cambridgeshire. The transport policy objectives of the TSCSC were:

- (a) To ensure that the transport network supports the economy and acts as a catalyst for sustainable growth.
- (b) To facilitate the delivery of the new homes and settlements envisaged in the draft Local Plans.
- (c) To enhance accessibility to, from and within Cambridge and South Cambridgeshire (and beyond the strategy area).
- (d) To ensure good transport links between new and existing communities, and the jobs and services people wish to access.
- (e) To prioritise sustainable alternatives to the private car in the strategy area, and reduce the impacts of congestion on sustainable modes of transport.
- (f) To meet air quality objectives and carbon reduction targets, and preserve the natural environment.
- (g) To ensure that changes to the transport network respect and conserve the distinctive character of the area and people's quality of life.
- (h) To ensure the strategy encourages healthy and active travel, supporting improved well-being.
- (i) To manage the transport network effectively and efficiently.
- (j) To ensure high quality in the build and design of the built infrastructure and public realm.

The City Deal was initially expected to be governed by a Combined Authority based on a Greater Cambridge geography, including the area covered by Cambridge City Council and South Cambridgeshire District Council. Proposals for a Combined Authority on a Greater Cambridge geographic footprint were not agreed. As above, a proposal for a Mayoral Combined Authority covering the larger geography of Cambridgeshire and Peterborough was agreed in 2016 via the Cambridgeshire and Peterborough Devolution Deal. The Devolution Deal acknowledges the principle of subsidiarity in terms of the delegation of responsibility for 'City Deal mechanisms':

“The local authorities of Cambridgeshire and Peterborough recognise and have agreed that the principle of subsidiarity should apply to the discharge of functions by the Mayor and Combined Authority and governance of this devolution deal. This includes the delegation of responsibility from the Combined Authority to individual Councils or appropriate bodies, such as City Deal mechanisms, for delivery”.

As such the Combined Authority is now the Local Transport Authority but Cambridgeshire County Council is the Highway Authority. South Cambridgeshire District Council and Cambridge City Council are the Local Planning Authorities but now operate an integrated Greater Cambridge Shared Planning service with the intention of preparing and adopting a single Greater Cambridge Local Plan to supersede District level plans.

GCP Governance

Our decision making process is guided by an [assurance framework](#) **CD7-06** that was agreed between government and the partner bodies when the city deal was signed and which has been updated as required to reflect evolving policy.

The Executive Board

The GCP Executive Board has been established by Cambridge City Council, Cambridgeshire County Council and South Cambridgeshire District Council. It is a joint committee of the three Councils, established by Cambridgeshire County Council under section 102(1) (b) of the Local Government Act 1972 and by Cambridge City Council and South Cambridgeshire District Council under section 9EB of the Local Government Act 2000. The three Councils have agreed to delegate exercise of their functions to the Executive Board to the extent necessary to enable the Executive Board to pursue and achieve the objectives of the Greater Cambridge City Deal and to undertake any actions necessary, incidental or ancillary to achieving those objectives, and, accordingly, the three Councils have made the necessary changes to their respective schemes of delegation. This is reflected in the section E3 of the Cambridgeshire County Council constitution **CD10-10**. The Executive Board may further delegate to officers of the three Councils.

The Executive Board is the GCP decision-making body and its role is to ensure that the objectives of the Greater Cambridge City Deal are met. To this end, the Executive Board has oversight of the strategic direction and delivery of the City Deal and its objectives. The Executive Board is also responsible for the commissioning of projects funded by money provided through the City Deal and for overall control of that programme of investments. The Senior Responsible Owner (SRO) for each individual project is responsible for the management of that budget and the achievement of project objectives, under the oversight of the Executive Board. This arrangement also applies to circumstances in which funding is provided to the Executive Board by the member Councils or by other parties, such as the Business Board (constituted in September 2018, the Business Board of the Cambridgeshire and Peterborough Combined Authority is the Local Enterprise Partnership (LEP) for the region, replacing the previous Greater Cambridge, Greater Peterborough Local Enterprise Partnership

A key role of the Executive Board is to agree and oversee the delivery of a programme of major schemes that will help to achieve the City Deal aims and support the sustainable growth and continued prosperity of the Greater Cambridge city-region, in line with national and local policy objectives and the Business Board's overarching economic strategy for the area. In particular the Executive Board will:

- (a) Take responsibility for ensuring value for money is achieved.
- (b) Identify a prioritised list of investments within the available budget.
- (c) Make decisions on individual scheme approval, investment decision-making and release of funding, including scrutiny of individual scheme business cases.
- (d) Monitor the progress of scheme delivery and spend.

Actively manage the budget and programme to respond to changed circumstances - these might include challenges (e.g. scheme slippage, cost increases, changes in national policy) or opportunities (e.g. to better align with other work programmes, to deliver additional benefits) at the operational or strategic level.

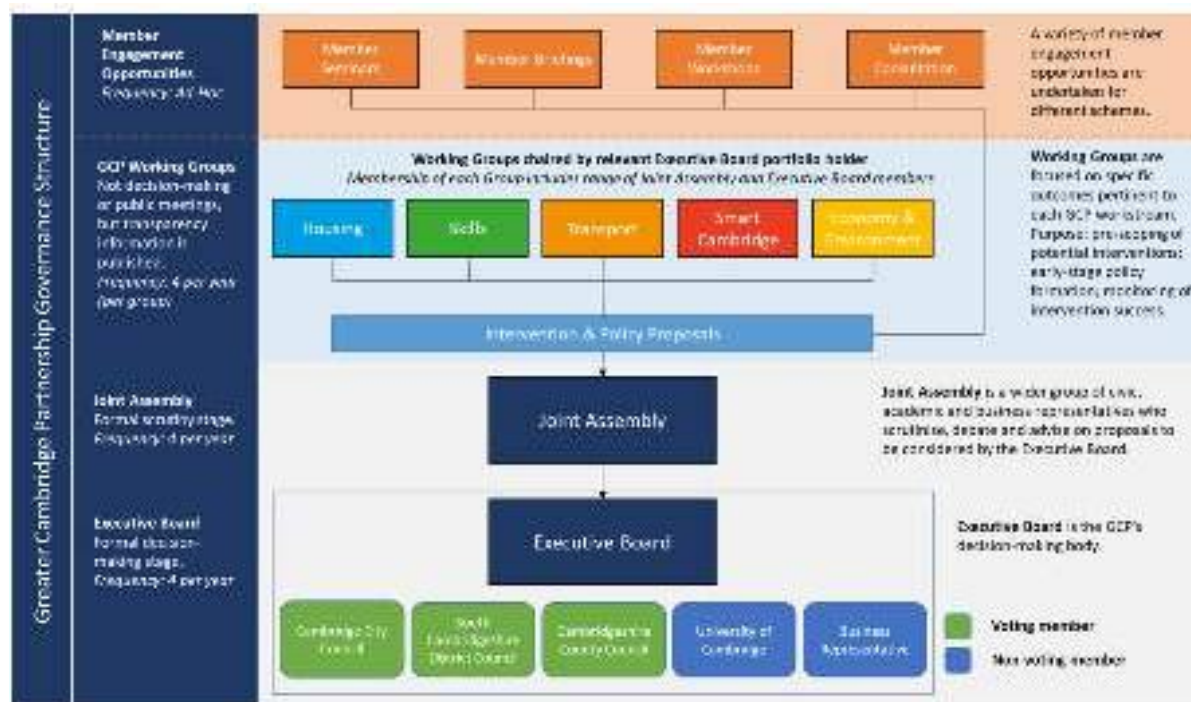
The Joint Assembly

The GCP Joint Assembly has been set up by the constituent councils as a joint advisory committee of the three Councils, established under section 102(4) of the Local Government Act, 1972. The Joint Assembly acts as a forum for discussion with a wider range of members and stakeholders across the Greater Cambridge area, so that the Executive Board benefits from a wider range of expertise in making its decisions.

The Joint Assembly is established to advise the Executive Board on the discharge of its functions and the effective delivery of schemes to achieve the City Deal aims and support the sustainable growth and continued prosperity of the Greater Cambridge city-region, in line with national and local policy objectives and the Business Board's overarching economic strategy for the area. As noted in 1.18 above, the Joint Assembly may receive and comment on ("pre-scrutinise") reports to the Executive Board and may review its work.

Process for GCP decision making and governance

Local democratic accountability is a key requirement for the GCP and, as such, local Members have a key decision-making role. Democratic accountability will be assured as both levels of governance consist of a majority of elected representatives (noting that the Joint Assembly plays a scrutiny role and therefore does not require voting arrangements).



As highlighted by Figure 3 above, consideration of proposals by the Executive Board and Joint Assembly constitutes the formal decision-making process for the GCP. Reports making recommendations to the Executive Board will typically be considered first by the Joint Assembly to enable it to fulfil its scrutiny function. The Joint Assembly's feedback on each report will be considered and summarised in the final reports made to the Executive Board, with effort made to address the feedback (e.g. by amending the recommendations made to the Executive Board) wherever possible. The Executive Board is then responsible for considering the final

recommendations made within the reports presented at its meetings and deciding whether to approve the recommendations, voting on the basis outlined in 1.24.

The Executive Board is made up of one representative of each of the City Deal partners. The legislation on voting rights for co-opted members of joint committees restricts voting rights to elected members of the constituent local authorities in this context. Accordingly, it is not possible for either the University of Cambridge or Business Board representative to have voting rights on the Executive Board. Standing Orders require the voting members of the Executive Board to act with due regard to the opinions of the non-voting members of the Board. The aim of the Executive Board is, where possible, to operate on the basis of consensus. Should it not be possible in a specific instance to find a consensus, the issue will be deferred to a later meeting of the Executive Board.

The Joint Assembly's membership is made up of three elected councillors from each of the three councils in the Greater Cambridge area, reflecting the political composition of the Greater Cambridge area. The other City Deal partners each nominate three representatives, including stakeholders from a range of organisations within the business and academic communities in order to reflect the interests of the remaining City Deal partners.

APPENDIX 2

Rifle Range v Adams Road

Introduction

Clare Hall has suggested that GCP has failed to consider alternatives, with particular reference to the selection of the Rifle Range. In fact the choice between the Rifle Range and Adams Road was first considered early in scheme development alongside the use of Herschel Road and Cranmer Road and this was documented in an Appendix to the 2017 End of Stage Report **CD13-09** Skanska: Cambourne to Cambridge Better Bus Journeys Grange Road Access Report.

Subsequently GCP consulted on Adams Road and Rifle Range in 2017/8 (**CD1-06.06** Consultation Report Appendix E – Phase One Consultation Leaflet 2017 – 2018) and documented the consideration of both in OAR 1 of the OBC (**CD1-20.07** Cambourne – Cambridge Better Public Transport Project Options Appraisal Report (Part 1) - Appendix A) at which time Rifle Range was selected as the best performing option.

The preferred scheme arising from that process went to Executive Board 6th December 2018 (**CD10-07**) and was based on Rifle Range. That meeting “NOTED that the recommended off-road route, defined as the Specific Route Alignment providing a new public transport corridor between Madingley roundabout and Grange Road best meets the strategic and policy objectives of the Greater Cambridge Partnership”.

Subsequently the matter was revisited in OAR3 of the OBC (Page 13 to 15 of **CD1-20.09** Options Assessment Report (Part 3) Outline Business Case – Appendix C) at the time that CPCA was promoting the CAM scheme which might have rendered the Rifle Range section of CtoC redundant and further consideration given to Adams Road as a revised MCAF assessment on Pages 13/14 of **CD1-20.09** which significantly altered the scoring for “Future Proofing” in favour of Adams Road suggested that that was the better performing option.

No formal decisions were taken at this time however. Stakeholder workshops took place with local residents on 17/9/19 and 5/11/19 and opposition to the use of Adams Road was voiced by residents represented by North Newnham Residents Association.

The options including Adams Road were presented to the Joint Assembly on 30th January 2020 **CD10-07** and further opposition voiced by North Newnham Residents Association and CamCycle. As a result the Joint Assembly voiced concerns to the Executive Board with regards to the proposed amendments but, following intervention by the Mayor of Cambridgeshire and Peterborough, consideration of the matter was deferred so no change in position was agreed at the 19th February 2020 meeting.

In April 2020 the CPCA published its CAM Sub-Strategy **CD7-38** which supported the LTP and which confirmed its position on the CAM and components such as CtoC.

Informed by the Sub-Strategy as well as the response to the stakeholder engagement events, in June 4th 2020, the report to Joint Assembly confirmed (**CD10-11** Page 88) Rifle Range was still preferred, although the paper was, once again, withdrawn before going to Executive Board so no decision was taken.

“The Joint Assembly was informed that although the overall project complied with the CAM Sub-Strategy, the Adams Road section of the route had not met the Sub-Strategy’s default positions for segregated routes and the complimenting of walking and cycling. Following further consultation, the proposed route alignment had reverted to the Rifle Range proposal”.

As a result, when the scheme next came back to the Executive Board on December 10th 2020 with the decision to undertake the Independent Audit the Rifle Range option remained (see **CD 10-06** Page 82) the recommended option.

That decision was informed by feedback from the Joint Assembly reflecting discussions on January 30th 2020 and June 4th 2020 which was summarised as follows.

“Adams Road - during a more detailed discussion of Adams Road alignment, significant public concern was noted, with particular focus on the need to consider cyclists and cycling safety along with forecast growth of cycling from the West Cambridge site. Members requested further detail on the proposed layout with regard to the integration of buses into a shared space with cyclists. Removal of on-street parking was noted as a significant safety enhancement and attention drawn to the common sharing of road space on busier Cambridge streets.”

Final approval to proceed was granted by the Executive Board on 1st July 2021 on the basis of the Independent Audit which was undertaken on the assumption that the Rifle Range was the preferred option and confirmed that

“the scheme is in alignment with national, regional and local policies on the economy and transport. Stakeholder engagement has been carried out in a robust manner and the business case development followed the HMT Treasury Green Book and the Department for Transport’s TAG methodology. The appraisal has been carried out in a robust manner and the economic analysis and financial case remain valid”

Note on MCAF Appraisal

A comprehensive MCAF comparison of the options is contained within Appendices A.1 and B.1 of OAR1 **CD1-20.07** with a brief summary on Page 77

Page 13 to 15 of **CD1-20.09** contains a reappraisal which reflects the initial thinking that the Adams Road option offered an increased level of future proofing which led to an amended scoring in favour of Adams Road. At the time that the OBC was finally reported to the Executive Board the decision was taken that there was no requirement to publish a further appraisal because the July 2021 Executive Board was being asked simply to confirm the position as agreed in December 2018.

That said, and for completeness, if the assessment of Future Proofing in OAR3 reverts to its original OAR1 value, and any other amendments remain, Rifle Range remains the highest scoring scheme. In reality, on the basis of the stakeholder events and other work undertaken it would be likely that the Adams Road scores on safety and acceptability would be lowered further.

	Adams Road			Rifle Range		
	OAR1	OAR3	Final	OAR1	OAR3	Final
Reliability of journey	2	2	2	7	3	3
Route flexibility	1	1	1	1	1	1
Walking and cycle connectivity	3	3	3	7	7	7
Impact on existing traffic	1	1	1	3	3	3
Environmental impact – Visual Impact	4	4	4	2	2	2
Environmental Impacts – Noise	3	3	3	3	3	3
Environmental Impacts – Air quality	4	4	4	4	4	4
Environmental Impacts – CO2 emissions	5	5	5	4	4	4
Environmental impacts – Biodiversity	2	2	2	1	1	1
Environmental Impacts – Heritage	3	3	3	3	3	3
Environmental Impacts – Green Belt	4	3	3	4	2	2
Safety	3	3	3	4	3	3
Public acceptability	3	2	2	5	1	1
Scheme Cost	3	3	3	3	1	1
Land Acquisition Required	4	4	4	3	2	2
Impact on Local road network during construction	2	2	2	4	4	4
Future proofing	3	6	3	6	3	6
Average Score	2.94	3.00	2.82	3.76	2.76	2.94

APPENDIX 3

Correspondence with Houston Crest Properties Ltd/ Coton Orchard Ltd



June 5, 2020

Coton Orchard Limited

c/o Houston Crest Properties Ltd.



T: +44 (0)1223 568 380

E: anna@houston-crest.co.uk

Dear Mr. Blake,

Following your letter of 26th May 2020, I have outlined my concerns for the C2C BTP below.

Proposed off-road Cambourne to Cambridge public transport route through Coton



Above is a screenshot from the Greater Cambridge Partnership (GCP) video showing their preferred route as it passes through Coton with the approximate location of Coton Orchard land highlighted in yellow.

It isn't just a case of NIMBY

My parents' home, my home and my workplace for the past 20+ years all fall along the proposed route through Coton, so I have a personal as well as commercial interest in the routing of the busway.

I am also capable of being civic-minded and support the premise of "easing congestion, offering sustainable travel choices, connecting communities and



supporting growth” espoused in the latest report from Mott MacDonald (17th January 2020).

However, I see no convincing evidence that the proposed route would alleviate the traffic backing up Madingley Hill from the M11 to any significant degree and definitely not one worth the environmental or financial cost (base **cost £146m** Q4 2018 prices, not accounting for overrun, inflation and likely underestimation of land and environmental mitigation, **operational p.a. estimate £0.205m**).

Mott MacDonald’s **forecast improvement for 2036** is 21 minutes at peak times and **1-minute off peak**. This presupposes that commuters will abandon their cars to take an off-road bus route that does not offer the same exit points.

It also fails to take into account the likely increase of flexible work hours and people working from home, which the current lockdown has proven not only possible but beneficial, both economically and environmentally.

Environmental impact

Whilst the environmental impact study commissioned by GCP highlights an improvement of the environment based on the lowering of emissions (from an as yet unsubstantiated reduction of cars using Madingley Road), it skirts the fact that the off-road routes necessitate the grubbing out of fruit trees, concreting over swathes of countryside and adding light, noise and emissions to presently pristine countryside.

The picturesqueness of the area was recognised in the 1930s in a county plan which sought to protect the area by entering into covenants ‘not to develop’. My parents’ house, my house and Coton Orchard are all under a covenant to the Cambridge Preservation Society requiring any development to adhere to strict rules. It is inconceivable on this basis alone that the off-road route is being considered.

Security

Back in September 2016, I was approached by, and met with Adrian Shepherd (Major Infrastructure Project Manager for the Cambourne to Cambridge project). When I broached the subject of security, Adrian said there are no plans to erect fences along



the bus route, which means that a public foot and cycle path would traverse our properties, allowing open access.

This is not just of concern for Coton Orchard (we have, however, experienced theft of machinery and trespass even with fencing) but to residents as well. My parents were victim to a brutal attack during a break-in (2014) and the proposed route would create unfettered access across the back of their home.

Commercial impact

The businesses operating at Coton Orchard would be blighted by the proposed route. Presently there is a garden centre, fruit farm and Post Office in the main buildings. The soft fruit farm, a juicing plant and apple orchard which was established in 1922.

The exact path is not clear but, from the images circulated by GCP, the preferred route appears to bisect the fruit orchard portion of our property, making land management highly impractical, if not impossible.

Development of the site has been slow and considered due to our desire to work with the environment and comply with the covenants. A 10-year plan for the company includes expansion of the garden centre and farming buildings onto the main site the proposed busway is routed through.

Further, the upheaval during construction would likely have a significant impact on trade for the garden centre and farm shop, which could prove catastrophic when combined with the ramifications of the lockdown from Covid-19.

Best regards,

[Redacted signature]

Director Coton Orchard

30 January 2025



By post and email



Dear 

CAMBOURNE TO CAMBRIDGE TRANSPORT AND WORKS ACT ORDER

Our client Cambridgeshire County Council has reviewed your objection to the Cambourne to Cambridge (CtoC) Order application.

In your second point of objection you object on the basis of a contention that the order proposal will have an adverse commercial impact on Coton Orchard.

Our client would like to better understand your case on the CtoC Scheme's anticipated operational impacts on Coton Orchard, to seek to quantify any impacts, and to consider how best to mitigate those impacts and settle suitable accommodation works.

This is in conjunction with the topics covered in the letter from CBRE on behalf of our client dated 19 September 2024, a copy of which is enclosed for ease of reference.

To do so it is essential for our client to understand the current commercial operations. This should enable our client to assess how the proposed busway may affect both daily operations and the long-term economic viability of the Orchard.

This then will allow the parties to

- understand those impacts;
- work up any mitigation strategies for those impacts ;
- assess any financial compensation that may be due: and
- agree how impacts can best be mitigated.

To help us understand the potential impacts of the busway and review any mitigation options, please can you provide responses to the following questions.

Your responses (or some of them) can be provided on a without prejudice basis, but we reserve the right to inform the Inquiry whether or not responses have been received.

The questions are:

1. Commercial Fruit Production:

Womble Bond Dickinson (UK) LLP is a limited liability partnership registered in England and Wales under number OC317661. VAT registration number is GB123393627. Registered office: 4 More London Riverside, London, SE1 2AU, where a list of members' names is open to inspection. We use the term partner to refer to a member of the LLP, or an employee or consultant who is of equivalent standing. Womble Bond Dickinson (UK) LLP is authorised and regulated by the Solicitors Regulation Authority (SRA number 449247).

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Please could you provide detail of the current commercial fruit production practices at Coton Orchard? You have explained that the business has undergone a transition to a conservation-focused, pesticide-free growing approach which seeks premium pricing so to cover the production costs of your apples and pears. Please provide details of the current production practices including, the maintenance and cultivation regime, the annual fruit production levels, and fruit sales.

2. *Financial Performance:*

Please can you provide an overview of Coton Orchard's financial performance over the past several years? This should include detailed sales information, including any relevant accounts or records that show sales, costs, and profit. This information will help us gauge the financial performance of your operation prior to the introduction of the proposed busway, so that the impacts on that financial performance can be assessed at the appropriate time. A minimum of the previous three years' accounts would be appreciated.

3. *Collaboration with Blue Barrel Cider:*

Please provide details of the collaboration between Coton Orchard and Blue Barrel Cider. Please provide any relevant agreements or evidence that outline this partnership, including how it influences the orchard's operations and product offerings?

4. *Customer Considerations:*

Please can you explain what logistical challenges you foresee arising from the proposed busway regarding your ability to serve your customers? Are there specific suppliers or distribution channels that might be adversely affected?

5. *Mitigation Strategies:*

Do you have any suggested mitigation strategies that could be implemented to minimise the economic or physical impact of the busway? Could our client meet with you to explore with you what mitigation would be sought by you to assist your operations? This would be without prejudice to your objection.

6. *Location of New Plantings:*

Please can you provide a plan showing the locations of the 30 new cider apple trees that have been planted, along with the proposed site for the additional 50 trees intended for the heritage perry orchard.

Understanding the spatial layout of these new plantings is necessary so to assess the impact of the proposed busway.

7. *Integral Tree Rows and Hedgerows:*

Please could you identify on a plan or satellite image the specific rows of apple trees and hedgerows that are integral to the operational structure of Coton Orchard?

This information is crucial as you have said that the proposed busway and associated infrastructure would sever these critical access routes.

We understand that CBRE has contacted you on previous occasions regarding this matter. It is our client's intention to address all your reasonable concerns where practicable and to explore strategies to alleviate certain impacts or provide support to you for implementing measures that could improve the unaffected areas of the Orchard, with the detailed design of the scheme being settled to complement your proposals. This could improve both the ecology and commercial viability of the Orchard.

We look forward to your responses to the above. Please respond to Richard Guyatt using the contact information set out in the heading to this letter.

Yours faithfully



Womble Bond Dickinson (UK) LLP

Encl: letter from CBRE dated 19 September 2024

cc. Brendan O'Connor – CBRE (email only)



19 September 2024

By Post & Email – info@houston-crest.co.uk**Cambourne to Cambridge Busway – Houston Crest Properties; Coton Orchard.**

Dear

I write further to our letter of 2 April 2024 with an update on the Cambourne to Cambridge project (CtoC), your interest in the above land and an offer in terms of environmental improvement and financial compensation.

Project Update

The Transport and Works Act Order (TWAo) application submission is now targeted for Autumn 2024. We expect the consenting process to take around 12 months from the application date and if made, the TWAo will provide the project with the necessary powers to acquire land and commence construction of the busway. Construction of the busway could commence at a point following Autumn 2025 depending on the outcome of the likely public inquiry.

Offer to Acquire

Whilst it is appreciated that you do not support the project, and recognising that one of your principal concerns is the environmental impact of the scheme on the Orchard, I am writing to propose a conditional agreement to acquire the land needed for the project implementable only if the project proceeds. I wish to be clear that, whilst our proposal includes a financial offer based on our opinion of the market value of the land, this is one element of the overall package and you are under no obligation to respond.

The agreement would provide for acquisition of your interest in the land required for the project at market value, payment of your costs, compensation for impacts on your retained land and details for a crossing of the busway for your use. The provisions would crystallize only if the TWAo is made and the project proceeds.

We would not look to prevent you from objecting to the TWAo.

The other elements within the agreement would focus upon a range of potential environmental, particularly biodiversity, enhancements for the area of Orchard you would retain when the land for the project is taken.

Although Biodiversity Net Gain (BNG) is not legally required for the project, Cambridgeshire County Council is committed to a minimum 10% and aspiration of 20% BNG. Our specialist environmental team has identified opportunities within the retained Orchard to realise habitat enhancements. The details of these are set out in our enclosed offer, which we would be keen to discuss with you.

For emphasis, these biodiversity enhancements are not required as part of the environmental mitigation works for the project. The TWAo acquisition plans and project design fully provides sufficient land for environmental mitigation works without the need for the suggestions made below.

The environmental enhancements proposed in our offer attached to this letter would only be carried out with your permission and input, to be implemented within your retained Coton Orchard landholdings.

Our offer also includes a commitment to engage with you as to certain design elements. Whilst the Scheme alignment is now fixed and unlikely to change, we are engaged with other landowners on matters such as accommodation works, crossing points, landscaping, fencing, security and other design preferences and would propose to offer the same to you.

Proceeding with an Agreement

We are keen to engage with you directly, or via a land agent instructed by you, to develop an understanding of your thoughts on this offer and terms upon which you might consider an option arrangement.

An agreement could take the form of an Option in which the transfer of land and implementation of any works would be conditional upon the TWAO being made and the project proceeding; land would only be acquired should the project proceed. If for whatever reason the project does not proceed, then the option agreement would simply lapse after a given time period and land would remain in your ownership.

I would like to stress that any engagements with us, directly or by the appointment of a land agent would not be considered to be an inferred support for the busway. We would not propose that option agreement include any limitations upon you objecting to the scheme. In this way, you will be free to continue opposition to the scheme if you wish but have the certainty of a legal commitment from GCP to deliver biodiversity enhancements to the retained Orchard should the project proceed.

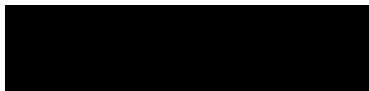
Next Steps

I hope you will consider our offer and consider the appointment of a land agent or contact myself on 07799 587 818 / brendan.oconnor@cbre.com or Jo Baker (GCP project manager for the busway project) contactus@greatercambridge.org.uk.

If you wish to appoint a land agent, the Royal Institution of Chartered Surveyors can help with identifying an appropriately qualified surveyor. Please see <https://www.ricsfirms.com/helplines/compulsory-purchase/> or <https://www.ricsfirms.com/media/1279/cpo-consumer-guide.pdf>

If your preferred land agent contacts me directly then I can discuss with them a commitment for payment, by GCP, of reasonable fees.

Yours faithfully,



Brendan O'Connor

Associate Director CBRE Ltd

Enc

1. Offer - Habitat & Biodiversity Enhancements
2. Offer – Financial Compensation - Value of Land
3. Land Acquisition Plan
4. General Arrangement Plan

GCP CtoC Project - Offer to Houston Crest Properties Ltd

Potential Habitat & Biodiversity Enhancements in Coton Orchard

Introduction

The Greater Cambridge Partnership has instructed ecologists at the WSP, one of the world's leading engineering and professional services firms, to provide a review and summary of potential opportunities to support habitat enhancement and consequent biodiversity improvements in Coton Orchard.

The review has utilised information gathered from publicly available information and data gathered from recent ecological surveys of the Orchard. Following this review, ecologists have identified a number of potential measures that could be employed to enhance the natural habitat and improve biodiversity in the Orchard.

Whilst these potential measures could form part of the Cambourne to Cambridge Project, they are not to mitigate any effects of the project, but rather to realise wider opportunities for enhancing biodiversity within the orchard.

If implemented, these measures would apply to areas of the orchard not directly involved in the project and could only be implemented with the landowners' agreement. Nevertheless, the costs would be covered by the Cambourne to Cambridge project.

Potential Biodiversity enhancements

WSP ecologists have identified the following ways in which the Orchard habitat could be enhanced. The list is not exhaustive and should be considered a starting point for potential discussions:

1. Management of woodland to include targeted thinning to enhance understory while maintaining and enhancing areas of broadleaved vegetation for nesting birds
2. Targeted fencing to restrict Muntjac access to areas of the Orchard in order allow recovery and enhancement of the understory
3. Provision of accessible water through the development of freshwater ponds in areas of the Landowner's choosing. While supporting aquatic invertebrates and amphibians this could also have the objective as providing suitable drinking supply for birds and mud for the local House Martins to utilise for nest building
4. Provision of bat and bird boxes throughout the Orchard or in adjacent areas such as the allotments. These can target key species such as Spotted Flycatcher and Barn Owl. Expert monitoring of bat boxes can be supplied.
5. Offer of the supply of Swift boxes and monitoring equipment to residents adjacent to the Orchard.
6. Support in the focus of grassland management in keeping with the Orchard overall objectives. Focus on promoting and enhancing of key areas for pollinators by ensuring high quality open mosaic habitat.
7. Supplementary food supply for Turtle Doves where considered required, including planting of species such as common fumitory, black medick and birds-foot trefoil.
8. Provision of hibernacula to support reptiles, amphibians and invertebrates.

Implementation Options

If these measures are implemented, the Orchard could become a biodiversity net gain site, which could be registered on the DEFRA Biodiversity Gain Site Register. This would provide environmental protections to the enhancements and GCP and their consultants can provide expertise to assist in this process.

Ecologists would also support the creation of a steering group to ensure these enhancements are carried out effectively. This group could include interested parties from the local community, as well as external organisations such as the Wildlife Trust, RSPB, Operation Turtle Dove team, and the Woodland Trust, who could provide expert advice.

Lastly, ecologists would suggest creating a long-term habitat management and monitoring plan for the Orchard. If appropriate, this could be linked to any monitoring requirements for any BNG scheme should you choose to

assume a role as BNG provider. Monitoring would in any case guide the steering group's objectives and strengthen the Orchard's status as a County Wildlife Site. In terms of monitoring, both habitat interventions and species groups as outlined in the management plan, we would propose that the Orchard or steering group can choose to use ecological expertise that GCP can make available or engage other parties for this task. Funding could be made available for this work.

CBRE for and behalf of GCP – September 2024

GCP CtoC Project - Offer to Houston Crest Properties Ltd

Financial Compensation - Value of Land

Introduction

CBRE are Greater Cambridge Partnership's appointed land and property advisors in respect of the Cambourne to Cambridge Busway Project.

Below is CBRE's assessment of value and GCP's consequent offer that could form part of an option agreement exercisable only if the Transport and Works Act Order to consent the busway is made and the project proceeds.

Offer

The offer is £[REDACTED]; this being CBRE's assessment of the market value of the land interest assumed to be acquired on a no-scheme world basis.

This offer could be accepted in full or, if the value is not agreed, 90% of this value could be accepted as a partial payment with the remaining value to be agreed between the parties or in the absence of agreement be determined by Alternative Dispute Resolution or referral to the Upper Tribunal (Lands Chamber).

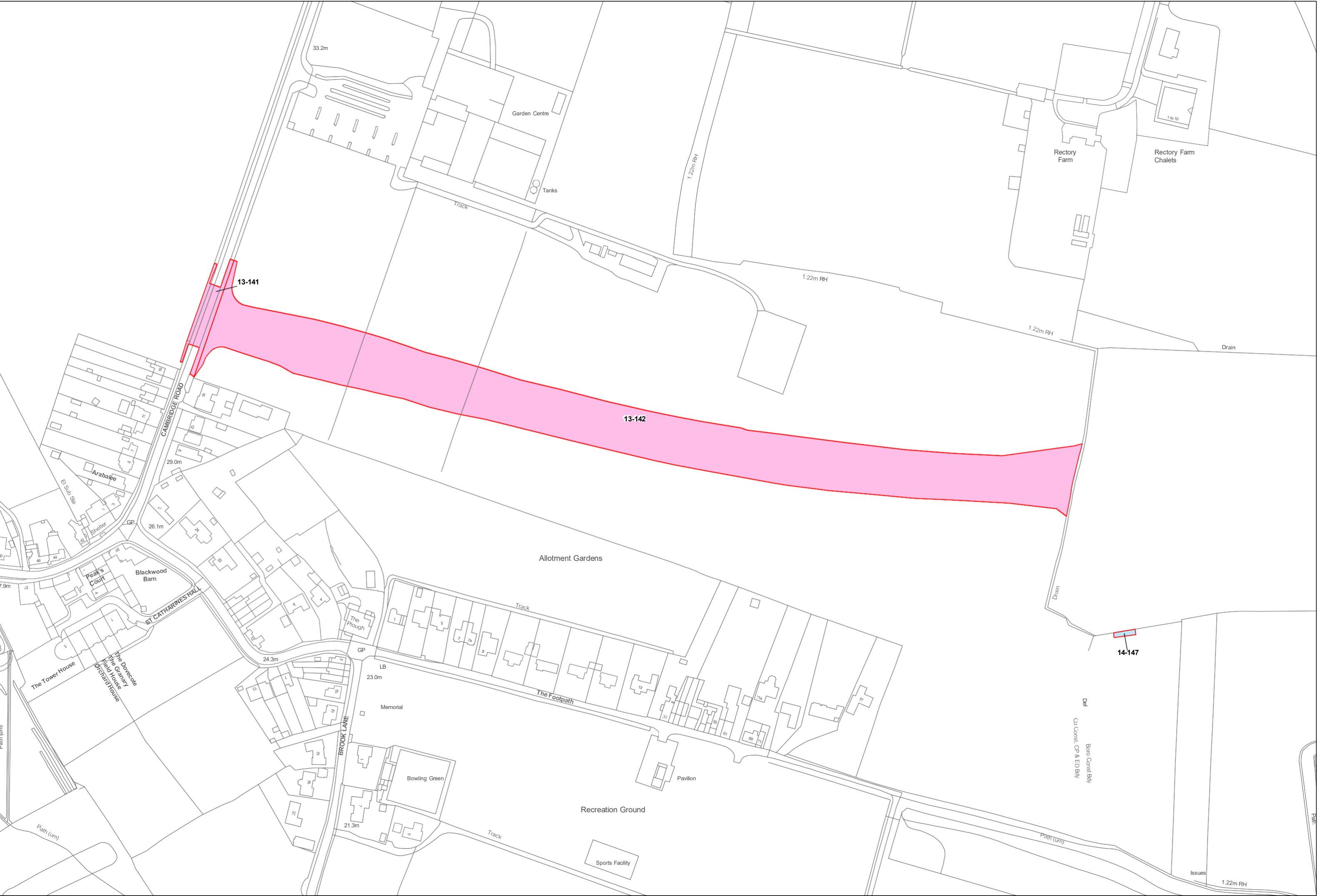
This offer would be in addition to other environmental enhancement offer terms that may be agreed between the parties.

The enclosed plan sets out the proposed permanent land acquisition areas in pink, comprised of 5.64 acres of land within the Orchard (plot 13-142) and presumed subsoil freehold beneath the public highway (plot 13-141). Rights of drainage are also proposed and relate to the land coloured blue (plot 14-147)

Our assessment is based in 5.64 acres multiplied by a land value of £[REDACTED] per acre producing £[REDACTED].

CBRE for and behalf of GCP – September 2024

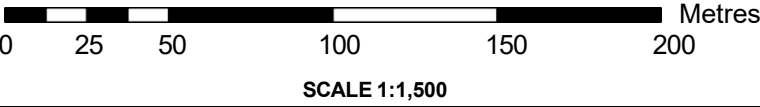
Houston Crest Properties Limited
Sheet No. 1 of 1



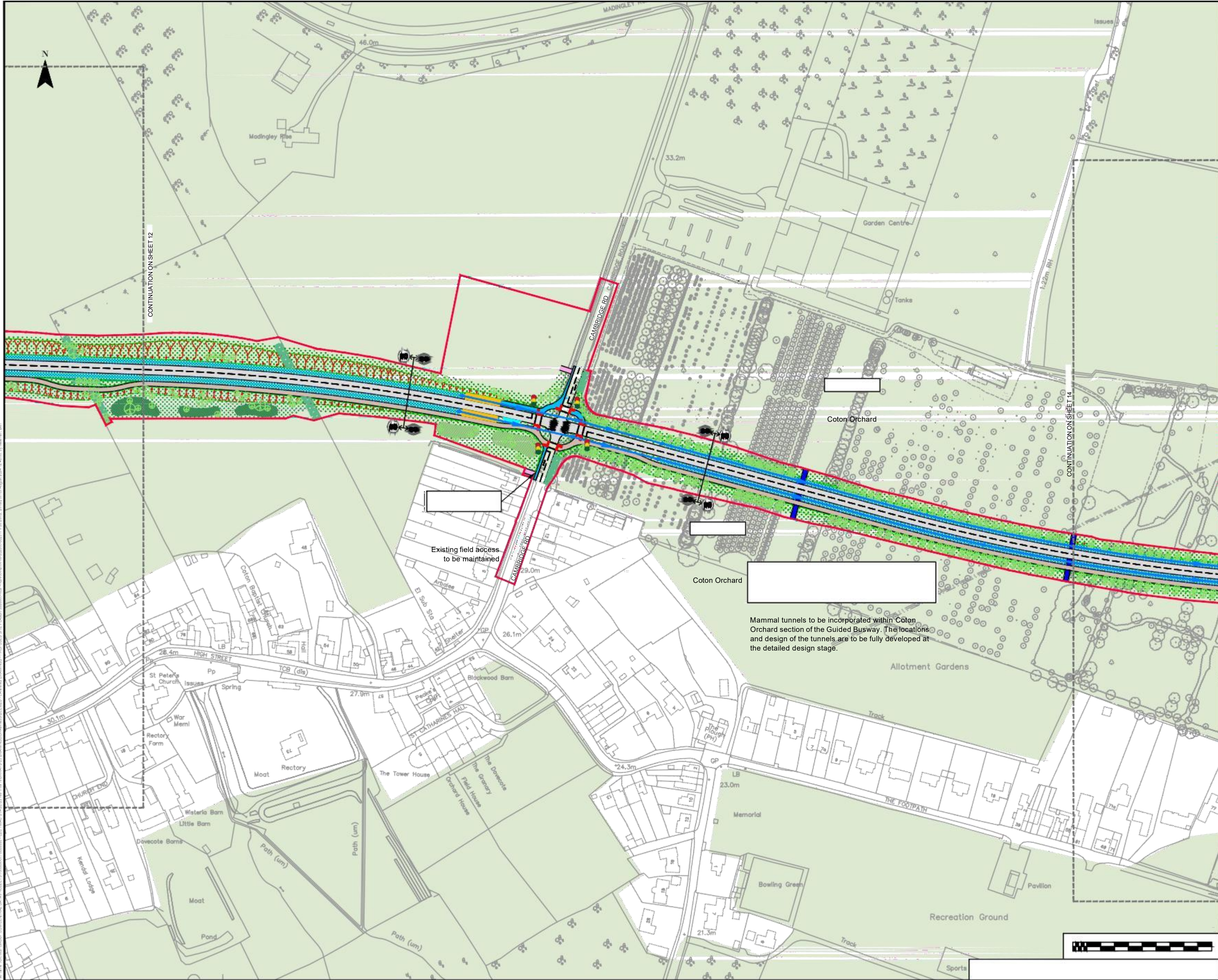
SCALE: 1:100,000

KEY

- UNRESTRICTED POWERS TO ACQUIRE LAND
- POWERS OF LIMITED TEMPORARY USE OF LAND AND ACQUISITION OF PERMANENT RIGHTS



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Alternative Reference	Revision
Sheet 1 of 1	P01
Drawing Number 70086660-HOT-018	



CAMBOURNE TO CAMBRIDGE ORDER

Notes:

- This drawing must be printed in colour.
- All design information shown is outline/indicative. The detailed design of these features will be subject to approval by the Local Planning Authority as part of the deemed planning conditions.
- The drawing shall only be used for the intended purpose it has been issued for which is for outline/illustrative design for a TWAO application and to describe the development that is the subject of the request for deemed planning permission.
- The 2D layout has been developed based on the OS Mastermap Topography Layer or Topographical surveys where available. The outline design may be subject to change during the subsequent design stages as more detailed topographical survey data becomes available.
- The 3D aspects of the design have been developed based on Topographical survey data where available. The Environment Agency LiDAR Composite DTM 2m (2020) licensed under the Open Government Licence v3.0 has been used to fill any gaps in the Topographical survey data. The outline design may be subject to change during the subsequent design stages as more detailed topographical survey data becomes available.
- Public transport stop locations and waiting areas are indicative and may be subject to change.
- The designs for street lighting, fencing, vehicle restraint systems and other features will be developed in the subsequent design stage.
- All linear dimensions shown on plan are in meters unless otherwise.
- The landscaping details shown are indicative and subject to further approval under the proposed planning conditions.

Key:

Obt Order Limits

Alterations of Existing Highway

Proposed Footway/path & Footway/path Improvements

Proposed Parking Aisles

New Private Means Access

Earthworks Cutting

Drainage Swales

Carrier Drains

Drainage Outfall

Retaining Feature

Guided Busway Speed Restrictions (50mph unless otherwise shown)

Area of design to be Executed by Developer

Indicative Major Development Site Extents

Permissive Path

Existing Public Right of Way - Footpath

Existing Public Right of Way - Bridleway

Diverted Public Right of Way - Footpath

Diverted Public Right of Way - Bridleway

Existing Public Right of Way to be Stopped Up - Footpath

Existing Public Right of Way to be Stopped Up - Bridleway

Guided Busway

Guided Busway Stop

Proposed Tactile Paving

Emergency & Maintenance Access Track

Proposed Hardstanding

Proposed Maintenance Bay

Accommodation Works

Replacement Open Space

Earthworks Embankment

Basin/retention ponds

Drainage & Kerb System

Inspection Chambers

Traffic Signals (Indicative)

Landscaping design (indicative)

Individual Trees

Hedgerows

Native Woodland Planting

Grassland Feature

Shrub Planting

Marginal, Aquatics Planting

Existing Features:

Designated Green Belt

Registered Parks and Gardens

Protected Open Space

Sites of Special Scientific Interest

FOR	06/08/2024	VR	FOR PLANNING		
FOR	15/07/2024	VR	FOR PLANNING		
FOR	17/06/2024	VR	FOR PLANNING		
FOR	12/04/2024	VR	FOR PLANNING		
FOR	22/11/2023	VR	FOR PLANNING		
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:

BN

BN

S2 - FOR INFORMATION

62-64 Hills Road, Cambridge, CB2 1LA, UK
T+ 44 (0) 1223 558 050, F+ 44 (0) 1223 558 051
wsp.com

CLIENT:

GREATER CAMBRIDGE PARTNERSHIP

APPLICANT:

CAMBRIDGESHIRE COUNTY COUNCIL

SITE/PROJECT:

CtoC

FILE:

DEEMED PLANNING DRAWINGS
PROPOSED SITE PLANS
(SHEET 13 OF 17)

SCALE 1:1250

DRAWN: BN

APPROVED: BN

PROJECT NO: 70086660

DESIGNED: JS

DRAWN: VR

DATE: August 24

DRAWING NO: 70086660-WSP-HGN-XX-DR-HW-002013

REV: P08

22

Scale 1:1250

10m 0m 10m 30m 50m 70m 90m

CONTINUATION ON SHEET 13

Outline Planning Permission - West
Cambridge reference 16/1134/OUT

Bridleway number 39/30

Proposed crossing for
the rerouted Bridleway.

HIGH CROSS

CONTINUATION ON SHEET 15

M11 Overbridge, for details
please refer to structure drawing
70086660-WSP-SBR-XX-DR-BR-0003

Existing building to
be demolished

Proposed Bus
Gate with ANPR
Cameras

x x
x x

Culvert required for
existing ditch

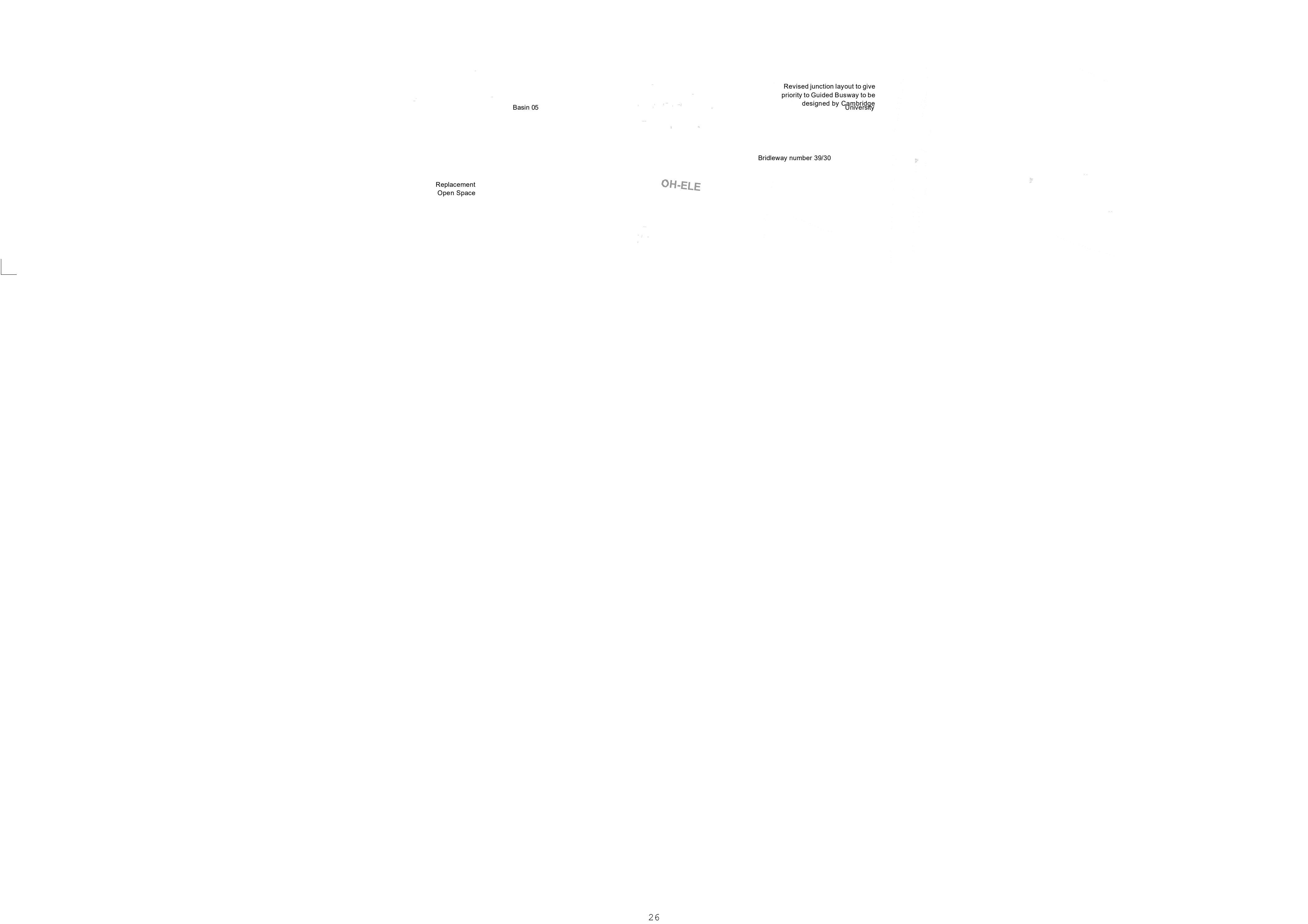
Drainage attenuation

geocellular tank (Crates 12)

ADA LOVELACE RD

S2 - FOR INFORMATION

BN BN
BN BN
BN BN
BN BN



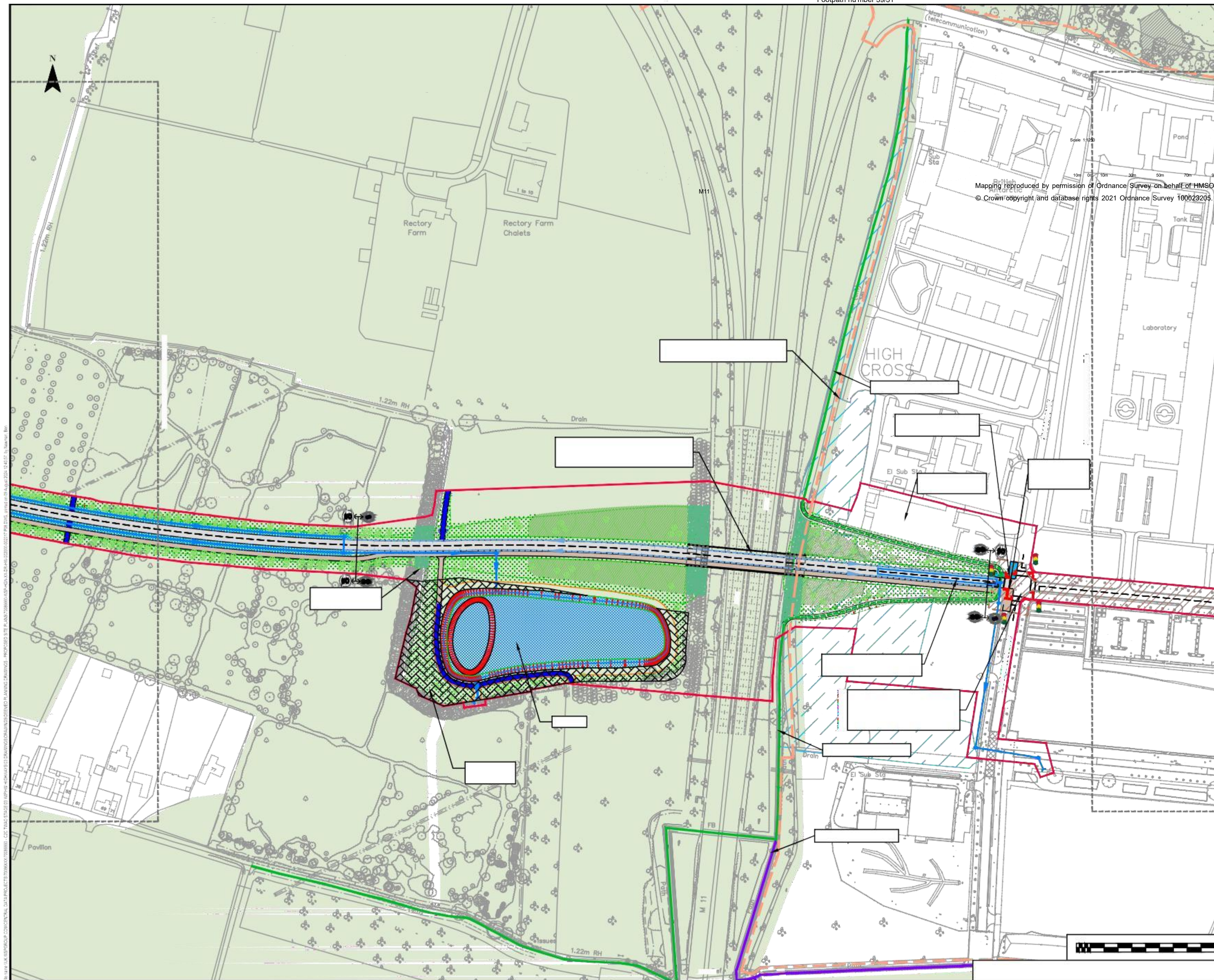
Basin 05

Revised junction layout to give
priority to Guided Busway to be
designed by Cambridge
University

Bridleway number 39/30

Replacement
Open Space

OH-ELE



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CAMBOURNE TO CAMBRIDGE ORDER

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FOR	17/06/2024	VR	FOR PLANNING		
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REV	DATE	BY	DESCRIPTION	CHK	APP

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CLIENT: GREATER CAMBRIDGE PARTNERSHIP

APPLICANT: CAMBRIDGESHIRE COUNTY COUNCIL

SITE/PROJECT: CtoC

DRAWING: DEEMED PLANNING DRAWINGS
PROPOSED SITE PLANS
(SHEET 14 OF 17)

SCALE @ A1:	1:1250	DRAWN:	BN	APPROVED:	BN
PROJECT NO:	70086660	DESIGNED:	JS	DATE:	August 24
DRAWING NO:	70086660-WSP-HGN-XX-DR-HW-002014	REV:			

P08

APPENDIX 4

Correspondence with Cambridge Past, Present and Future

From: James Littlewood [REDACTED]
Sent: 04 August 2021 16:43
To: Peter Blake [REDACTED]
Cc: [REDACTED]
Subject: C2C alternative avoiding trees at Hardwick and Madingley Mulch

CAUTION: This email originates outside of Cambridgeshire County Council's network. Do NOT click on links or open attachments unless you recognise the sender and know the content is safe. If you believe this email to be spam please follow these instructions to report it:
<https://camweb.cambridgeshire.gov.uk/spam/>

Dear Peter

I hope you are well. At last GCP Board meeting we spoke briefly about an alternative route for C2C which could reduce the loss of mature trees and meadow adjacent to St Neots Road. You advised me to send this to you. Attached is a google grab showing an indicative alternative route in yellow compared to the GCP preferred route in red.

The alternative route would avoid the loss of trees on the northern side of St Neots Road, the loss of trees on the southern side of St Neots Road as the busway entered the Waterworks site (these trees are owned by Cambridge and have TPOs) and the meadow inside the Waterworks site (which has ecological value as identified in the ecology surveys).

The area of farmland that would be "severed" between St Neot's Road and the yellow route could be planted with trees as a new community woodland. This could screen the busway, provide biodiversity and carbon mitigation and provide a new community facility (in-line with the Cambridge Nature Network). The alternative route would be more visible at the top of Madingley Mulch but as that is backed by trees then trees could be planted to screen it without introducing new elements to the landscape.

I have run this past Cllr Grenville Chamberlain who felt that it would be supported by the village.

The buses would need to cross St Neots Road whatever route they take. The main issue is traffic being held for a short while, whilst buses cross the road, but as long as that is sufficiently far from houses then noise and pollution from queuing traffic can be avoided. The alternative route would also require a crossing of Long Road which would also hold up traffic on that road briefly, but my view is that traffic travels far too fast along Long Road (which is used by cyclists) and therefore slowing vehicles down would be desirable anyway.

I believe that this alternative could be delivered regardless of whether the busway along St Neots Road is segregated or in-carriageway.

It would also comply with the mitigation hierarchy, of avoiding harm in the first instance.

I am asking your team to look at this alternative as part of the EIA process and would welcome feedback in due course.

This proposal is without prejudice to CambridgePPF's opposition to the GCP's preferred off-road busway route.

Best wishes

James Littlewood - Chief Executive

ceo@cambridgeppf.org

Tel/ direct link to my mobile - [REDACTED]

www.cambridgeppf.org

Cambridge Past, Present & Future - Wandlebury Country Park, Gog Magog Hills,
Cambridge CB22 3AE

Take David Attenborough's advice and [join us!](#)



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APPENDIX 5

BRT and GLT background

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busworld

EUROPE BRUSSELS

4-9 OCT 2025 

Rouen signs contract for another 15 Ebusco 3.0 18-metre buses

23 April 2024

Ebusco has received a new order consisting of 15 Ebusco 3.0 18-metre buses which will be deployed in the Rouen Metropolitan area in 2025. The order is given via the Frenche public purchasing centre UGAP, on behalf of the authority Métropole Rouen Normandie. With this order more than 100 Ebusco 3.0 buses will be on the roads in the Rouen Metropolitan area by 2025. These 15 buses will be delivered from the site in the city Cléon, near to Rouen, which is one of the Ebusco 3.0 manufacturing sites of Ebusco.

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French community replaces guided buses with tram network

Published on 29-07-2019 at 14:09



Source: Alstom

French urban community of Caen La Mer has launched a 16.2-kilometre tram network. It replaced the guided bus service that was being functioned in the city for 15 years. The conventional tram network is served by the Citadis light rail vehicles supplied by Alstom.

The Caen tram network was opened for the passengers on Saturday, 27 July. It consists of three lines converted from the guided bus routes and 37 stations. The conversion started at the end of 2017, it took more than one year. The conventional tram network is owned by the urban community, it is operated by Keolis Caen, a local subsidiary of Keolis Group.

Citadis trams

vehicles with wide information screens, large windows, USB charging sockets, LED lighting and optimised air conditioning. The trams for Caen La Mer were designed and produced at eight Alstom's facilities in France: La Rochelle (design, assembly, validation, commercial entry into service and warranty), Ormans (engines), Le Creusot (bogies), Tarbes (traction modules), Valenciennes (interior layout), Villeurbanne (on-board computerised systems), Aix en Provence (tachymetry, for measuring travel speed) and Saint-Ouen (design).

Caen guided light transit

Before launching the conventional tram network, the community of Caen La Mer was operating the Caen guided light transit for more than 15 years – from November 2002 to December 2017. The system was served by a the rubber-tyred trams, one of the type of the guided bus services. These vehicles ran on the tyres but had a guide rail and used a catenary like the ordinary trams. The rolling stock and technology for the network were supplied by Bombardier Transportation. The similar technology is still in operation in another French city of Nancy. It will be converted to the conventional tram network by 2023. It is worth to note that Alstom is also developing the rubber-tyred trams known as Translohr. This type is served the city routes in France (city of Clermont-Ferrand, Île-de-France region), Italy (Mestre, Padova), Colombia (Medellin) and China (Tianjin, Shanghai).

Tags: [Alstom](#), [Citadis](#), [France](#), [Keolis](#), [tram](#)



Author: Mykola Zasiadko

Mykola Zasiadko was editor of online trade magazines RailTech.com and RailFreight.com.



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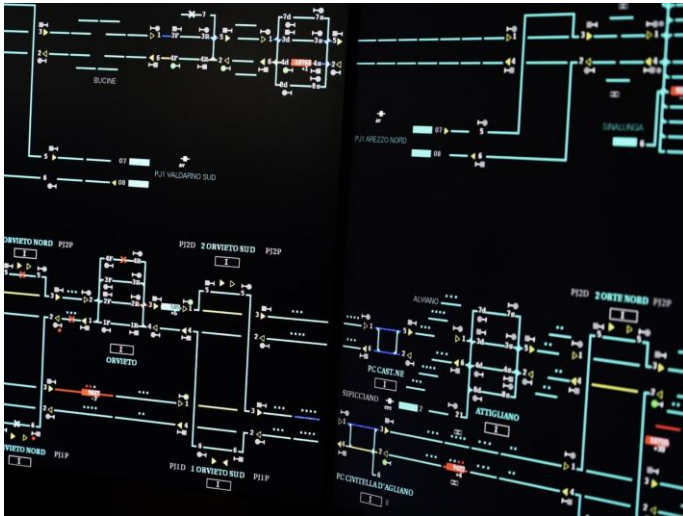
UK rail minister hails country's first ETCS-upgraded commuter railway



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24 July 2025



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APPENDIX 6

Constraints in Coton Area

Coton Countryside Reserve

Open dawn to dusk every day

This 300 acre reserve was opened in 2008 and is managed for people, nature and farming.

This is a long-term project and more information about the reserve is available on our website.

We hope you enjoy your visit.

The Reserve is owned by a local charity called Cambridge Past, Present & Future and we need your help to look after it.

Please help the reserve by becoming a member, making a donation or volunteering your time. You can do this via our website www.cambridgeppf.org

Wheelchair users may require assistance to reach the easy access path from the car park, so there is an informal disabled parking bay next to the road/farm gates.

The nearest toilets can be found in the pub or garden centre in Coton village.

Waymarked Walks

- Riverside Walk**
1.5 miles, 30 minutes, easy, bank side walk.
- Sun Brook Walk**
0.4 miles, 40 minutes, some track, dry walk.
- View Point Walk**
1.3 miles, 1 hour, grass track, some steep slopes.
- Spine Route Walk**
1.5 miles, 50 minutes, concrete surfaced route suitable for cyclists, wheelchair & pushchairs, follow the new roadward bank.

Please respect the Reserve, its wildlife and our work:

- Don't dig or look for wildlife, farm animals and fellow visitors
- Don't cut down any trees
- No dog fouling or dog bins
- No motor vehicles
- Cycle on marked routes only
- No smoking or alcohol consumption
- No litter or dog
- No bird feeding
- Take your litter home

Cambridge Past, Present & Future
Tel: 01223 243830
enquiries@cambridgeppf.org
www.cambridgeppf.org

Your local charity,
working to keep
Cambridge special

CAMBRIDGE
PAST PRESENT
& FUTURE

Source: coton_countryside_reserve_map.pdf



Imagery © 2025 Maxar Technologies Map Data © 2025