

8 January 2025

L 250108 JG - cover letter for C2C reps_final



Secretary of State for Transport
c/o Transport Infrastructure Planning Unit,
Department for Transport,
Great Minster House,
33 Horseferry Road,
London,
SW1P 4DR

By email only

John Gale
E: john.gale@savills.com
DL: +44 (0)

Wytham Court
11 West Way
Oxford OX2 0QL
T: +44 (0) 1865 269 000
F: +44 (0) 1865 269 001
savills.com

Dear Sir/Madam,

Cambourne to Cambridge busway application - representation on behalf of Martin Grant Homes including an objection.

Savills is instructed by Martin Grant Homes (MGH) who control significant landholdings to the north of the A428 at Cambourne.

MGH has over a number of years established proposals for development to the north of the A428, referred to as North Cambourne, taking an approach that has been informed by meetings with local parish councils, members of the public, other key stakeholders and interested parties. 2,000 homes are currently proposed in this location in the draft Greater Cambridge Local Plan and MGH has engaged at all stages in the consultation of the design and route of the C2C busway, which is subject to the newly submitted TWAO, and is currently engaging with EW Rail on proposals for the new North Cambourne station.

Please find enclosed a copy of representations prepared on behalf of MGH. MGH supports the principle of the C2C proposals but has concerns that opportunities are missed to ensure that future connectivity with North Cambourne is fully considered and provided for. With the recent confirmation of the funding for East West Rail, which includes a station on part of the MGH site, future planning and joint working for connections are now paramount in order that the opportunities for public transport integration are maximised.

Yours sincerely

A handwritten signature in black ink, appearing to read "John Gale", written over a light blue rectangular background.

John Gale
Senior Planner

Offices and associates throughout the Americas, Europe, Asia Pacific, Africa, and the Middle East.

Savills (UK) Limited. Chartered Surveyors. Regulated by RICS.

A subsidiary of Savills plc. Registered in England No. 2605138. Registered office: 33 Margaret Street, London, W1G 0JD



North Cambourne: C2C TWAO Representations

Ref: ITL17310-008A TN
Date: 3 January 2025

1.1 The scheme objectives of the Cambourne to Cambridge (C2C) guided busway scheme are:

- Achieve improved accessibility to support economic growth of the Greater Cambridge region;
- Deliver a sustainable transport network that connects areas between Cambourne and Cambridge;
- Contribute to enhanced quality of life by relieving congestion and improving air quality within the surrounding areas along the A428/A1303 corridor and Cambridge city.

1.2 Martin Grant Homes Ltd (MGH) are promoting a residentially led, mixed-use development on land to the north of Cambourne. The proposal was set out in Savills' North Cambourne – Vision Document which was submitted to Greater Cambridge Partnership (GCP) in December 2021 and an updated Vision document was shared with officers in early 2024. Part of the proposed development would be the inclusion of a travel hub within the site that would:

- Create opportunities to expand the C2C scheme;
- Offer interchange between C2C and an East West Rail (EWR) station: and
- Integrate active travel across the existing and proposed communities within Cambourne and North Cambourne, helping to form a cohesive single settlement.

1.3 It is the position of MGH that C2C is a very beneficial scheme for the area. It is also the position of MGH that the development at North Cambourne can help the C2C scheme realise its full potential and better achieve its objectives.

- 1.4 Under the current C2C scheme proposals the ability to create future connections to North Cambourne appears to be limited to extending on street bus services beyond the existing Cambourne settlement. It does not appear that there has been consideration as to how North Cambourne could more directly connect into the dedicated busway to the east. Extending bus services which use the C2C from Cambourne to North Cambourne would provide enhanced connectivity. However, providing a direct connection between North Cambourne and the busway on the eastern edge of Cambourne or Bourn Airfield development would provide wider connectivity benefits.
- 1.5 Accordingly, MGH request that the C2C route is future proofed so as to positively enable direct future connections which would integrate with a travel hub within the North Cambourne development allowing the full benefits of C2C and EWR to be unlocked together.
- 1.6 Direct connection of C2C to North Cambourne will allow future residents of North Cambourne convenient, sustainable and quick access to Cambridge and the settlements between. North Cambourne will deliver a sustainable development with enhanced connectivity with or without C2C. However, planning now for future direct connections will deliver a wider network of connection, giving opportunities for those living within Bourn Airfield and other settlements to access the commercial and employment facilities planned within North Cambourne.
- 1.7 The ability to create a dedicated direct connection between C2C and North Cambourne would contribute to each of the C2C objectives set out by the GCP as it would:
- Improve accessibility to the planned employment centres within North Cambourne thereby supporting economic growth of the Greater Cambridge region.
 - Deliver an extended sustainable transport network integrated with the North Cambourne development enhancing the connections between Cambourne and Cambridge. Notably, the connection between C2C and EWR would improve connectivity for residents along the A428 corridor to access EWR.
 - Create a travel hub within North Cambourne which would complement the Scotland Farm travel hub to further relieve congestion and improve air quality along an extended stretch of the A428 corridor.
- 1.8 North Cambourne is the ideal location for a travel hub. The proposed connection to EWR and local facilities planned within walking distance of the travel hub would allow it to act as district centre and interchange between various travel/transport modes in a single location. Adding direct C2C connectivity to this travel hub will give interchange between: EWR, C2C, park & ride, cycling, walking and taxis, helping make sustainable and active modes the default choice for future residents of North Cambourne and the existing residents of Cambourne.
-

- 1.9 North Cambourne provides an ideal location for C2C to interchange with EWR as it is the only station proposed within the vicinity of C2C. It would be a missed opportunity for this interchange to not be realised. A connection between them would allow greater mobility for the residents along the A428 corridor, giving them access to most of the main lines within the UK, increasing the connectivity of the corridor and making the residents less reliant on private transport for longer journeys.
- 1.10 It is noted that C2C would have tidal demand, towards Cambridge (eastbound) in the morning peak and from Cambridge (westbound) in the evening peak. Directly connecting North Cambourne would assist in balancing this tidality, increasing demand for westbound ridership to the range of commercial and employment facilities planned within North Cambourne.
- 1.11 MGH request that the C2C scheme is designed such that future direct connection with North Cambourne is positively provided for. MGH are keen to work with C2C team to identify modest enhancements to the C2C which would ensure that it would not compromise, but indeed positively enable direct future connections.
- 1.12 In summary, MGH:
- Support the principle of the C2C scheme and its objectives;
 - Object to the omission of suitable enabling infrastructure within the C2C scheme for a future travel hub at North Cambourne
 - Consider the C2C scheme would be enhanced by the North Cambourne proposals;
 - Consider a travel hub at North Cambourne would complement the C2C scheme; and
 - Would welcome the opportunity to work with the C2C team to ensure the scheme is future proofed to enable connectivity to a future travel hub at North Cambourne.
- 1.13 This Note was prepared by i-Transport as transport advisors to Martin Grant Homes.

AUTHOR: **PHIL HAMSHAW**
Partner
Email: phil.hamshaw@i-transport.co.uk