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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 THE PROOF OF EVIDENCE
of
Chris Carolan
of WSP

On behalf of Cambridgeshire County Council

31st July 2025

Planning Inspectorate Reference: DPI/E0535/25/1

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APPENDIX A – GREATER CAMBRIDGE SHARED PLANNING (GCSP) – LVIA VIEWPOINTS

From: [Dinah Foley-Norman](#)
To: [REDACTED]
Cc: [REDACTED]
Subject: Cambourne to Cambridge (C2C) LVIA viewpoints
Date: 16 March 2022 15:38:21
Attachments: [Visual Assessment Plan Sheet 1 GCSP Markup.pdf](#)
[Visual Assessment Plan Sheet 2 GCSP Markup.pdf](#)

Hi All, Thanks for taking us through the C2C route and explaining some of the nuances to us. I have attached a marked up pdf with six additional viewpoints we believe need testing shown in red.

Can you confirm if you will be including views during the hours of darkness - we believe we will need them particularly for the park and ride which sits on high ground.

It would be useful if you could let us have the viewpoints on a base that include contours so that it is clear where the highpoints lay.

Going forward with the detail, of particular interest to us are the following:

- the route alignment and red line,
- how the route will coordinate with the significant development site at Bourn Airfield, particularly at the entrance to that site,
- areas of cut and fill,
- longitudinal sections,
- lighting type and location,
- passenger stop locations,
- details of the new bridge over the M11,
- details of how the route passes through the West Cambridge site and crosses the footpath to the south of that site,
- details of how the route passes along the narrow track south of Clare Hall College and north of the University Rugby Ground including all tree protection measures in this area.

Best regards Dinah

Dinah Foley-Norman BA (Hons) Dip LA CMLI

Principal Landscape Architect

Please note my working days are Monday to Thursday

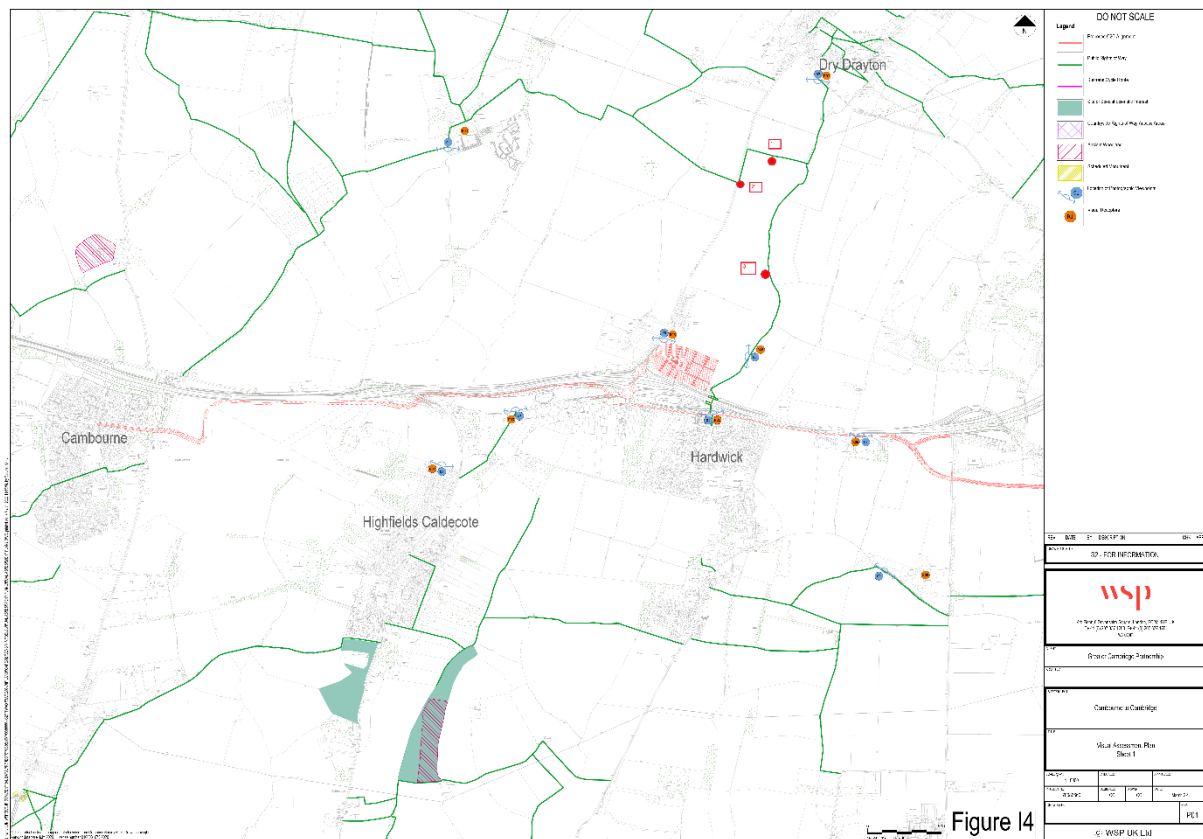
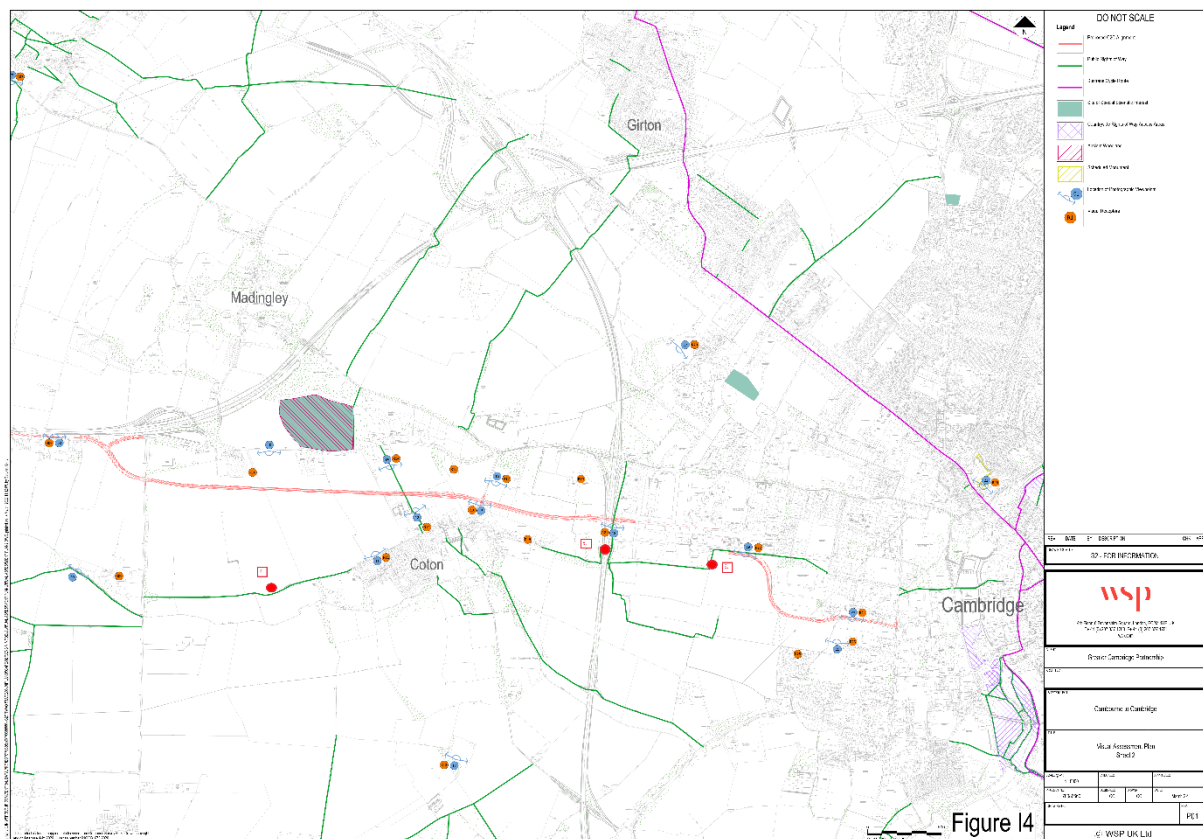
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GREATER CAMBRIDGE
SHARED PLANNING

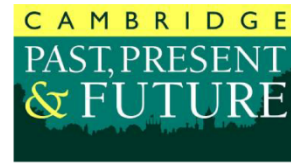
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<https://www.scambs.gov.uk/planning/>
<https://www.cambridge.gov.uk/planning>

Greater Cambridge Shared Planning: a strategic partnership between Cambridge City and South Cambridgeshire District Councils



APPENDIX B – CAMBRIDGE PAST, PRESENT & FUTURE (CPPF) – LVIA VIEWPOINTS

WSP
62-64 Hills Road
Cambridge



Cambridge Past, Present & Future
Wandlebury Country Park
Cambridge CB22 3AE

By email to:

Director: Head of Profession, Environment Assessment and Consents

03/05/2022

Dear Nick

Response to viewpoint locations for LVIA for C2C EIA

Cambridge Past, Present & Future is Cambridge's largest civic society. We are a charity run by local people who are passionate about where they live. We operate in the greater Cambridge area and working with our members, supporters and volunteers we:

- Are dedicated to protecting and enhancing the green setting of Cambridge for people and nature.
- Care about Cambridge and are an independent voice for quality of life in the strategic planning of Greater Cambridge.
- Are working to protect, celebrate and improve the important built heritage of the Cambridge area.
- Own and care for green spaces and historic buildings in and around the city for people and nature, including Wandlebury Country Park, Coton Countryside Reserve, Cambridge Leper Chapel & Barnwell Meadows, Bourn Windmill and Hinxton Watermill.

Thank you for consulting CPPF on the LVIA viewpoints. I wish to make the following suggestions.

Viewpoint 20 & R24

These points are located on a pedestrian way adjacent to Clare Hall. The viewpoints must not only consider the views of the busway from Clare Hall but also of the busway in front of Clare Hall from the south. Additional viewpoint needs to be added if this is not achieved by Viewpoint 21.

Between Viewpoints 19 and 20

Where the busway changes direction, there is an informal permissive footpath, connecting to the PROW, this is heavily used by the local community. The busway will be visible by pedestrians using this path and therefore a viewpoint and visual receptor should be added from the informal path, as indicated below.



Cambridge Past, Present & Future — The local charity that cares about Cambridge and its green landscapes Charity No 204121.

Viewpoint 15 and R16

These viewpoints appear to have been identified from the perspective of the residential/business properties. However the busway will also be visible to pedestrians, cyclists and drivers using Cambridge Road. A viewpoint should be included from the perspective of these visual receptors at the point where the busway crosses Cambridge Road. Viewpoint 16 does not achieve this as views from the Garden Centre are limited by vegetation.

Viewpoints 12 and 14/R14

Similar to the situation with 16 and R16, a viewpoint should be added from the perspective of users of the very popular footpath, who will be able to see the busway to the east and west.

Viewpoint 4 (red square) and 11/R11

The land to the north of Whitwell Way track rises and undulates, therefore views of the busway will from some locations be visible and others not. The location of viewpoints 4 and 11 therefore need to be carefully located to where the busway would be visible.

I trust that you will take our comments into consideration.

Yours sincerely

Sarah Nicholas

Principal Planning Officer

APPENDIX C – NATIONAL TRUST – LVIA VIEWPOINTS

From: Johnston, Jess [REDACTED]
Sent: 03 May 2022 11:04
To: Giesler, Nick [REDACTED]
Subject: Viewpoint locations for the C2C landscape and visual impact assessment
Importance: High

Dear Nick,

Apologies for not getting this back to you by the end of April. The Trust has would be keen to see further view points added to the LVIA in order to fully understand the impact on NT covenanted land and ensure that this is taken into account in the LIVA. Attached is a plan of viewpoints undertaken by Alison Farmer associates in 2019 who the Trust engaged to undertake a landscape evaluation of the GCP proposals. We would like to see the view points 8 and 9 used and I have commented on further viewpoints, which potentially may be needed see my comments below.

Please do get in contact if you wish to discuss further

Best wishes

Jess

Definitely Viewpoints 8 and 9

These viewpoints provide the following:

Viewpoint 8: Low level view from Coton Countryside Reserve looking northwest towards the rising land to the north of the village. In this view there are glimpses of Coton church spire, but the rest of the village is set within woodland and not visible. The open arable slopes behind and to the west of the village are visible along with isolated properties on the A1303 and the telephone mast at Comberton Plantation. Mature trees and woodland along the A1303 and within the American Cemetery form a wooded skyline

Viewpoint 9: Elevated views northwards from Red Meadow Hill looking towards the rising arable slopes which form the context of Coton Village. St Peter's Church is visible amongst the trees. Mature trees along A1303 form a wooded horizon and emphasise landform

Viewpoints 1 & 2 might not be necessary as the View points on the WSP plan may cover this, but it doesn't show the range of the view which will be shown on the WSP plan.

These viewpoints provide the following:

Viewpoint 1: Wimpole Way public right of way looking east across Whitwell Hill covenanted land in the context of Coton village. In these views the rising slopes and gentle undulations in topography are readily apparent. The context is strongly rural. Although there are views of the telephone mast and water tower at Comberton Plantation, these structures are isolated elements in a wider rural landscape. The Coton church spire is visible in the distance and signals the presence of a rural village although little of the village is visible. There are distant views to the south east of key landmarks in Cambridge.

Viewpoint 2: Slightly elevated views looking east towards Coton Village from Wimpole Way on approaching the village. Views are across the lower half of covenanted land on Whitwell Hill towards the church. The built edge of the village is screened by vegetation. The context of the village is open arable fields and a strong sense of tranquillity and stillness

Viewpoints 4 & 5 might not be necessary as the View point 10 and 14 on the WSP plan may cover this.

These viewpoints provide the following:

Viewpoint 4: Southern Boundary of Crome Lea Business Park affording elevated panoramic views south and southeast across open arable farmland and the covenanted land at Whitwell Hill towards St Peter's Church, Coton village and Cambridge in the distance.
Viewpoint 5: Layby on A1303 affording open elevated views across arable farmland towards Cambridge in the distance. This view is a distinctive view in the context of the setting of Cambridge as identified in the Cambridge Green Belt Review report (2002)

APPENDIX D – PAUL BRYAN – LANDSCAPE ADVICE/REVIEW

CAMBOURNE TO CAMBRIDGE BUSWAY – LANDSCAPE ADVICE/ REVIEW

The summary views and conclusions below have been drafted by Paul Bryan, the National Trust's Senior National Landscape Planning Consultant. They provide advice on the landscape effects that would be expected to arise from development proposals for a dedicated bus route linking Camborne and Cambridge, that would cross over covenanted land held by the National Trust near to Coton.

Cambridgeshire.

SUMMARY

The Landscape and Visual Impact Assessment (LVIA) has assessed the impact of the development on the landscape character and visual amenity in the vicinity of the covenanted land. The Assessment follows best practice and assesses the values, susceptibility, and sensitivity of landscape and receptors, in methodical and reasonable ways; however, it is considered that:

- a) The value of the covenanted landscape, particularly the cultural value of Coton Orchard, is underrated; and
- b) the magnitude of change that will arise as a result of the development is greater than described in the Assessment; and
- c) accordingly, the overall scale of effect of the development on the landscape character, is greater than suggested by the Assessment. Meaning that the development will cause more harm to the covenanted land than is suggested in the LVIA.

However, it should be noted that, even if the scale of effect was to take into account a slightly higher landscape value and slightly greater magnitude of change than shown in the Assessment, that the overall scale of effect of the proposed development would, at its worse, be moderate adverse, and this would still not be significant (in EIA terms).

Nevertheless, it is considered that the development will harm the covenanted land more than the Assessment suggests.

To address this, it is recommended that ways are found to address the loss of cultural landscape and to minimise the magnitude of change through more sensitive design and improved mitigation.

JUSTIFICATION

1. Scope of this advice / brief

The comments have been made, informed by carrying out a desk-based assessment of the landscape and historic landscape context, and the review of the documents that support the Transport & Works Act Order (TWAO) that is currently being prepared, looking in particular at:

- Deemed planning drawings;
- Environmental Statement;
- Technical Report 8 – Landscape and Visual;
- Appendix TR8.1: Landscape and Visual Assessment Methodology;
- Technical Report 7 - Heritage Impact Assessment;
- And, focusing on the effects of the proposed development on the covenanted land at Coton.

2. Competence of the LVIA and methodology

It is considered that the Assessment has been carried out by a suitably qualified landscape practice, well versed in carrying out LVIA's.

3. Review of the Assessment methodology

The methods used, comply with best practice, in line with Guidelines for Landscape and Visual Impact Assessment, volume III (GLVIA III).

4. Review of the scope of the Assessment

There is some concern that assessment of the historic landscape is not covered by either the LVIA or Heritage Impact Assessment and that the contribution that Coton Orchard makes to the culture of the area is not fully explored. Other than this, the scope of the Assessment is considered to be suitable.

5. Review of the LCAs assessment of effects

Landscape impact

With regard to what the Assessment says about the impact of the development on the landscape character of the covenanted land. The NT covenanted land mostly sits within the Bourne Tributaries Lowland Farmland landscape character area, but small parts in the Lolworth to Longstone Wooded Claylands landscape character area.

The Assessment correctly identifies that both of these landscapes are **rural** in character.

With regard to the covenanted landscape within the Lolworth to Longstone Wooded Claylands, within which there is a small section of bus route, the Assessment judges that, in the long term, the overall effect will be slight to moderate adverse.

With regard to the covenanted landscape within the Bourne Tributaries Lowland Farmlands landscape, in which the bulk of the changes will take place, the Assessment judges, that in the long term, the scale of effect to be slight adverse. Whereas for the Lolworth to Longstone Wooded Claylands landscape this judgement is considered reasonable, it is considered that, for the following reasons, the judgement of the scale of effect for the Bourne Tributaries Lowland Farmlands landscape is underrated:

- The Assessment underrates the value of the landscape context, this is because, although the Assessment notes the presence of Coton Orchard provides "distinctive local landscape features", it fails to acknowledge that Coton Orchard is a highly valued remnant of a cultural landscape that contributes to the rural character of the LCA and is hugely appreciated by the community, and that the medium value, attributed by the Assessment, underrates its value. It should be noted that, the Greater Cambridge Shared Partnership Greater Cambridge Landscape Character Assessment, identifies that, "*further loss of traditional orchards*", as being one of the forces for change in the Bourne Tributaries Lowland Farmlands landscape.
- The Assessment, under evaluates the susceptibility of the landscape to accommodate the bus route, this is because:
 - the landscape already accommodates infrastructure, and its capacity to accommodate further infrastructure without losing its character as a green open wedge that connects Cambridge to Coton and the wider countryside, will be severely eroded;
 - Also, the form and orientation of the orchard, it being wider (east – west), than it is tall (north - south) is more susceptible to being dissected in two

and turned into two narrow strips of land by the east west bus route, and so lose its intrinsic, relatively square proportions, (characteristic that distinguishes an orchard from a row of apple trees), than if the dissection was north - south, because, in that way, the remaining orchards would retain a roughly square form and so still read as orchards.

- The Assessment, under evaluates the magnitude of change, this is because:
 - the Assessment, omits to fully describe that: the bus route is fenced, and other than where there are crossing points, will dissect the landscape in two and restrict movement perpendicular to the line; and
 - the Assessment does not spell out that the buses will be travelling at speeds of up to 50mph, and that the introduction of this will be highly noticeable, distracting and further erode the sense of rurality tranquillity of the landscape.

Collectively, these attributes add up to a scale of change that is considered greater than the minor - moderate adverse effect magnitude of change attributed by the Assessment.

Visual Impact

The Assessment concludes that, in regard to the covenanted land, that the visual impact of the development will be sight adverse in the short term.

With regard to what the Assessment says about visual impact, it is considered that:

- The Assessment has correctly identified the landscape receptors and key viewpoints that reflect the visual impact of the development.
- The Assessment correctly recognises the sensitivity and susceptibility of receptors;
- However, in describing the changes that will arise as a result of the development, the Assessment does not spell out that the bus route will introduce fast moving vehicles into the landscape, with buses travelling at speeds of up to 50mph every 3 minutes, and that such a change will be highly noticeable, distracting and further erode the rurality and tranquillity of the landscape.
- Because of this, it is considered that the Assessment underrates the likely scale of effect of the development on the visual amenity.
- However, even if the magnitude of change is greater than that assessed, the overall effect will remain as slight adverse and not significant.

Proposed mitigation measures.

It is noted that the proposals aim to replace the quantum of trees lost, however, there is no mitigation for the severe erosion that will be caused by the development to the orchard character and its cultural values. It is considered that to rectify this, there is a need to provide for a new orchard, off site, whilst also looking for ways to reduce the harm caused to the orchard by its subdivision and corruption of its "orchard" form.

CONCLUSION

The Assessment follows best practice and assesses the values, susceptibility and sensitivity of landscape and receptors in methodical and reasonable ways; however, it is considered that:

- a) The value of the covenanted landscape, particularly the cultural value of Coton Orchard, is underrated; and

- b) the magnitude of change that will arise as a result of the development is greater than described in the Assessment; and
- c) accordingly, the overall scale of effect of the development on the landscape character, is greater than suggested by the Assessment. Meaning that the development will cause more harm to the covenanted land than is suggested in the LVIA.

However, it should be noted that, even if the scale of effect was to take into account a slightly higher landscape value and slightly greater magnitude of change, that the overall scale of effect of the proposed development would still not be significant (in EIA terms).

Nevertheless, it is considered that the development will harm the covenanted land more than is suggested in the Assessment.

To address this, it is recommended that:

- ways are found to make up for the loss of cultural landscape and to minimise the magnitude of change through more sensitive design and improved mitigation.
- the local, cultural value of Cotton orchard is acknowledged, and changes are made to the development proposals as they pass through the orchard site to help minimise the scale of physical change and to detail the changes (fencing, crossover gates, planting details, in the most rural way possible).
- Ways of compensating for the loss of cultural landscape is considered, such as through the creation of an orchard, off site.
- The landscape proposals for the orchard site look for ways to repair the scarring caused by the bus route and to minimise the perceived subdivision of the site.
- The bus speeds are reduced as they pass through the orchard so as to minimise the impact on tranquillity.

Cultural value of the Orchard

Mapping evidence suggest that Cotton Orchard was established in the 1920's as a top fruit orchard for eating and cooking apples - and the trees appear to be on semi dwarfing rootstock, closely spaced, so, in the landscape sense, its not a traditional orchard but an old modern orchard.

Rarity

Old, commercial, top fruit orchards are particularly rare – they are invariably grubbed up. I don't know of any other large, old, top fruit orchards in existence. Orchards seem rare in Cambridgeshire.

Size/ condition

In terms of size, the scale of the orchard was very large, and although its size has been eroded over time, given its age, much remains.

Character, form and appearance, aesthetic appeal

Much of what does remain appears to be in good condition and has an attractive appearance. The presence of old apple trees being particularly attractive quality. It is noted that the orchard has reduced in size from its original layout with losses to development, reversion to grass and reversion to woodland scrub. The changes have benefited wildlife. However, a lot remains and reducing what remains further is not positive. Just because its condition is eroded doesn't mean one should condemn what remains, in fact the opposite is true, what remains is more valuable and warrants conservation. Loss of trees is not necessarily that much of an issue. The continued presence of the orchard is what is important. Its form is largely intact . Character / appearance the presence of many large old trees is positive. Apple trees are prone to disease and the longevity of individual trees should be in doubt.

Value perceived by society

Although not designated, the orchard's value is recognised in the Districts Landscape Character Assessment, and in the Wassail ceremony attended by the local community, evidence that suggest that the orchard has recognised local value.