

[REDACTED]

From: Sophi Berridge <[REDACTED]>
Sent: 06 March 2025 19:17
To: TRANSPORTINFRASTRUCTURE
Subject: Objection to Transport and Work Act Order to the Department for Transport (DfT) for a new busway to the southeast of Cambridge Cambridge

I, Sophi Berridge of [REDACTED], am writing to make a formal objection to the "Application for a Transport and Work Act Order to the Department for Transport (DfT) for a new busway to the southeast of Cambridge", as submitted by the Cambridge Greater Partnership on 9 January 2025. The grounds for this objection are the following:

The construction of 5 miles of new road through open countryside is unnecessary to deliver improvements in transport. Similar transport and economic benefits can be achieved by building a version of the scheme first proposed by the applicant in 2018. This would involve building sections of bus lane adjacent to the A1307 and 1 mile of new road (busway).

This alternative would avoid building two bridges over the River Granta chalk stream and putting Hobson's Conduit chalk stream into a culvert.

This alternative would avoid creating a scar in the Gog Magog Hills landscape, one of the most important landscapes in the Cambridge area.

This alternative would avoid building a new road through a countryside park, to the detriment of its future users and nature.

This alternative would avoid severing fields close to villages making them vulnerable to future development and further harm to the countryside.

This alternative would better serve the planned expansion of the Cambridge Biomedical Campus and serve more of the Campus.

Cycle routes in this area are already under construction and include the Linton Greenway which will connect Cambridge to Babraham, Granta Park and Linton; and the Sawston Greenway that will connect Cambridge to Sawston. Stapleford and Shelford are already served by the DNA cycle path.

Our councils say the main reason they have chosen that route is to serve the villages but the bus stops are on the edge of the villages uphill and I would be unlikely to use them.

Our county is one of the most nature poor in the UK, a country that already is suffering from a huge reduction in habitat for wildlife, loss of biodiversity and a lack of access to the countryside for people.

The GCP's current Transport Works Order application proposes a development on Green Belt land that will inflict substantial harm on our Green Belt yet, unlike prior inappropriate developments on the very same protected Green Belt offers no very special circumstances to mitigate it.

The scheme is inappropriate on the Green Belt and as per the National Planning Policy Framework(NPPF) guidance on the Green Belt, it must demonstrate some very special circumstances (VSC) before it is allowed to go ahead.

A precedent was set by the last development approved on our local Green Belt where Axis Land Partnerships appealed against my local South Cambridgeshire District Council and won their appeal because they were able to demonstrate VSC (Ref:APP/W0530/W/21/3280395)

I propose that the inappropriate development on the Green Belt of the busway could be offset by four times the area of Green Belt being permanently protected as Country Park allowing Very Special Circumstances to be claimed.

If 400ha of new Country Park were added it would make a 75% contribution to the councils Countryside Enhancement Strategy target which compares favourably to the 3.4% contribution made by Axis (some of whose Country Park is eroded by the current GCP proposal building over).

I hope that you will consider your descision in the light of my objections.

Yours Faithfully

S. Berridge

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