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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

SUNMMARY PROOF OF EVIDENCE

of

Toby Lewis MSc LLM CEnvH CSci FIOA FCIEH MIEEnvSci MIAQM

of WSP

On behalf of Cambridgeshire County Council

29 July 2025

SUMMARY OF PROOF OF EVIDENCE NOISE AND VIBRATION

- 1.1.1 The assessments of potential noise and vibration impact from the construction and operational phases of the proposed development presented in Section 7.3 of the ES Main Report (CD1-10.01) and Technical Report 1: Acoustics (CD1-11.01) are adequate and appropriate given the level of design detail available.
- 1.1.2 The assessments of noise and vibration presented in the ES (CD1-10.01 and CD1-11-01) are sufficient to allow the determination of the application and adequately identified where additional assessments may be necessary at the appropriate stage of the design. I describe the additional assessment of operational noise that I have undertaken within this proof of Evidence and no further assessments of operational noise will now be necessary in the future.
- 1.1.3 Some additional noise and vibration assessments, and mitigation, may be necessary in relation to the construction phase but it is not possible to specify detailed requirements or measures at this stage of the design. A draft Code of Construction Practice (CoCP) (CD1.26) was submitted with the application which includes noise and vibration at Section 10. That sets out the range of mitigation options that the Principal Contractor will consider in its development of a Local Environmental Management Plan (LEMP). That is an appropriate approach.
- 1.1.4 Adherence to the CoCP (once approved by the local planning authority) and adherence to an approved LEMP are required by draft conditions 8 and 9 (CD1-14).
- 1.1.5 Only negligible changes in noise levels are anticipated from operational phase of the on-line sections of the scheme (CD1-11-01 paragraph 5.4.13) and no significant noise effects are predicted from the travel hub (CD1-11-01 paragraph 5.4.28).
- 1.1.6 The ES identified that certain receptors in proximity to the off-line sections at either end of the scheme could, potentially, be subject to significant adverse noise effects during the 23:00-00:00 period (CD1-11-01 paragraphs 5.4.40 and 5.4.77). The predictions that underpinned this were highly precautionary, based on 16 bus movements per hour at the Camborne end of the busway and 20 bus movements per hour at the Cambridge end. It was suggested in the ES that the magnitude (and significance) of the predicted sound levels could be 'downgraded' once the bus specifications and timetables were known.
- 1.1.7 I have undertaken additional calculations to ascertain how few hourly bus movements would result in predicted sound levels being below the level of significance. Based on the Euro VI diesel buses considered in the ES, I have concluded that 6 or less hourly movements at Camborne and 9 or less at Cambridge (adjacent to Clare Hall) would lead to noise impacts being insignificant in night-time periods (with the 23:00-00:00 period being critical).
- 1.1.8 In the alternative to reducing the numbers of vehicles, only running buses on electric would also reduce any noise impact to below the threshold of significance.
- 1.1.9 The GCP is agreeable to adhering to these restrictions and a suitable condition is proposed at paragraph 3.6.17 of CD26-01-APP-W11-1. On that basis, no significant adverse noise impacts are expected from the operational phase.