

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#)
Subject: Formal Objection to Cambourne to Cambridge Busway Proposal
Date: 08 January 2025 09:32:24

Subject: Formal Objection to Cambourne to Cambridge Busway Proposal

Dear Sir or Madam,

I am writing to formally object to the proposed Cambourne to Cambridge busway project in its current form. While I appreciate the intent to improve transportation infrastructure and connectivity in our region, I have significant concerns regarding the environmental, technical, and procedural shortcomings of the current proposal. I am a resident of the local area in the upstream area of the Bin Brook watercourse. My objections are outlined below:

1. Flood Risk and Inadequate Modelling

The proposed busway route requires a raised roadway of 2.5 meters across a floodplain near Rifle Range Road and Grange Road. This aspect of the project raises serious concerns about its impact on local and regional flood dynamics:

- **Incomplete Modelling:** The evidence provided by the applicant disregards critical aspects of hydrological impact. For instance, it does not account for potential flooding upstream or downstream of the proposed raised structure. The modelling appears narrowly focused, zooming in only to a few meters from the bridge structure without addressing potential effects within a radius of up to a mile or more.
- **Ignored Water Impact:** The modelling disregards the first 10mm of water, a seemingly minor omission that could have significant cumulative impacts on flood risk.
- **Unaccounted Stream:** A nearby stream, which could substantially affect or be affected by the hydrology of the area, is absent from the modelling data. This omission raises questions about the reliability of the provided evidence.

The deficiencies in the flood risk assessment not only undermine the credibility of the modelling but also pose real dangers to nearby residents and properties. The increased flood risk could have profound downstream and upstream implications that are not adequately addressed in the current evidence. There are other non-tangible concerns such as the possibility of event driven closing of sluice gates downstream to protect University property, causing significant flooding upstream. This has happened in the past and caused significant damage and loss of property within the Gough Way areas.

2. Non-Compliance with National Policy

The proposal appears to violate key aspects of national policy, particularly those related to environmental protection and flood risk management. Specifically, it seems to contravene the principles outlined in the **National Planning Policy Framework (NPPF)**, which requires:

- A sequential approach to development in flood-prone areas, prioritising alternatives that avoid increasing flood risks.
- Rigorous assessments of flood risks and environmental impacts.

The failure to comply with these requirements renders the current application procedurally and substantively flawed.

3. Distorted Evidence and Lack of Transparency

The applicant's presentation of evidence appears selective and incomplete, undermining the credibility of the proposal:

- The modelling focuses narrowly on immediate areas near the structure, ignoring broader implications upstream and downstream.
- Key hydrological features, such as the nearby stream, are omitted entirely, creating a misleading picture of the environmental impact.

This lack of transparency suggests that the full scope of environmental and flood-related risks has not been disclosed to decision-makers or the public.

4. Availability of Better Alternatives

The proposed busway's environmental and financial costs could be significantly reduced by adopting on-road routes that utilize existing infrastructure, such as Madingley Road and Adams Road. These alternatives:

- Avoid the need for extensive construction on a floodplain.
- Minimize environmental disruption.
- Reduce the overall cost of the project.

Such options would be more sustainable and less disruptive to local communities while achieving similar connectivity improvements. I would point out that the current planned route destroys a 500 year old Orchard, known as Coton Orchard.

5. Environmental and Community Impact

The construction of the raised roadway and associated structures poses significant risks to local biodiversity, watercourses, and the character of the surrounding area. The failure to adequately model or address these risks exacerbates the potential harm to local ecosystems and communities.

Conclusion

Given the substantial deficiencies in the current proposal—including flawed modelling, non-compliance with national policy, and the availability of less expensive and more environmentally friendly alternatives—I urge the Department for Transport to reject the Cambourne to Cambridge busway in its current form. Instead, I encourage the exploration of alternative routes that align with environmental sustainability, financial prudence, and the safety of local communities.

Thank you for considering my objection. I trust that these concerns will be thoroughly reviewed, and I am happy to provide additional information or clarification if needed.

Yours Faithfully,

David Moss

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