

Transport and Works Act 1992
Transport and Works (Inquiries Procedure) Rules 2004

Inquiry into:
THE CAMBOURNE TO CAMBRIDGE ORDER

STATEMENT OF CASE FOR THE APPLICANT

Document Reference	CD23-01
Author	Cambridgeshire County Council
Date	9 April 2025

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GLOSSARY

The glossary is in alphabetical order by defined term.

Defined Term	Meaning
1992 Order	Transport and Works (Guided Transport Modes) Order 1992 [CD5-15]
2006 Rules	Transport and Works (Applications and Objections) (England and Wales) Rules 2006 [CD5-18]
2019 SPD	2019 Bourn Airfield New Village: A Spatial Framework and Infrastructure Delivery Plan SPD [CD7-15]
Accountable Body	CCC
AEP	Annual Exceedance Probability
ALA 1981	Acquisition of Land Act 1981
Applicant	The applicant, CCC
Application	The application to make the Order; for deemed planning permission to approve the Scheme; and to permit exchange land for the replacement of open space
Application Site	The overall area of the land included in the Application
BCR	Benefit Cost Ratio
BNG	Biodiversity Net Gain
CAM	Cambridgeshire Autonomous Metro
CAVForth	Autonomous bus trials co-funded by the UK Government's Centre for Connected and Autonomous Vehicles carried out on a 14 mile route including the Forth Road Bridge and made up of A-roads, motorways, bus lanes and private land that commenced on 15 May 2023
CBAG	Coton Busway Action Group
CCC	Cambridgeshire County Council
City Council	Cambridge City Council
City Deal	Greater Cambridge City Deal
CoCP	Code of Construction Practice
CPCA	Cambridgeshire and Peterborough Combined Authority
CPIER	The Cambridgeshire and Peterborough Independent Economic Review Final Report (September 2018) produced by the Cambridge and Peterborough Independent Economic Commission [CD7-05]

CPO Guidance	Guidance on the Compulsory Purchase Process introduced in October 2015 by the Ministry of Housing, Communities and Local Government and as updated thereafter (last updated 31 January 2025) [CD8-28]
CPPF	Cambridge Past Present and Future
CPRE	Campaign to Protect Rural England
CSRM	Cambridge Sub-Regional (transport) Model
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges [CD9-06 to CD9-14]
EAST	DfT's Early Assessment and Sifting Tool
EIA	Environmental Impact Assessment
Emerging Plan	Greater Cambridge Local Plan First Proposals [CD6-04]
EqIA	Equality Impact Assessment
ES	Environmental Statement [CD1-09-CD1.11.14.04]
ES Main Report	ES main report [CD1-10.01] with four appendices [CD1-10.02, CD1-10.03, CD1-10.04, CD1-10.05]
EWR	East West Rail
Executive Board	GCP Executive Board
FCS	Favourable Conservation Status
GCP	Greater Cambridge Partnership
Greater Cambridge	Cambridge City and South Cambridgeshire
GVA	Gross Value Added
HPIs	Habitats of Principal Importance
HQPT	High Quality Public Transport
HRA	Habitats Regulations Assessment
IAQM Guidance	Institute of Air Quality Management Guidance
IEMA	Institute of Environmental Management and Assessment
Inquiry	Public inquiry into the Application to commence on a date to be announced by the SoS
INSET	Investment Sifting and Evaluation Tool
Joint Assembly	GCP joint advisory committee set up to advise the Executive Board

LCA	Landscape Character Area
LEMP	Landscape and Environmental Management Plan
LiDAR	Light Detection and Ranging
LVIA	Landscape and Visual Impact Assessment
LVU	Land Value Uplift
NNNPS	National Networks National Policy Statement [CD8-09]
NPPF	The National Planning Policy Framework [CD8-01]
NSIP	Nationally Significant Infrastructure Project
OAR	Option Assessment Report (sometimes described as Option Appraisal Report)
OBC	Outline Business Case
Order	The draft Cambourne to Cambridge Order submitted to the SoS pursuant to section 6 of the TWA
Order Land	Land situated within the Order Limits
Order Limits	The limits of deviation and the limits of land to be acquired or used for the Scheme as shown on the Works and Land Plans deposited with the draft Order
RAVEN2	Recognition of Ancient, Veteran and Notable Trees [CD19-02]
ROGS	Railways and Other Guided Transport Systems (Safety) Regulations [CD5-19]
SAC	Special Area of Conservation
SCDC	South Cambridgeshire District Council
Scheme	A proposed new transport route which is to go from Cambourne to the edge of Cambridge City
SOBC	Strategic Outline Business Case [CD8-18]
SoS	Secretary of State for Transport
SPD	Supplementary Planning Document
SRO	Senior Responsible Owner
SSSI	Site of Special Scientific Interest
Statement	This Statement of Case
SuDS	Sustainable Drainage Systems
TAG	Transport Analysis Guidance

TCPA 1990	Town and Country Planning Act 1990 (as amended) [CD5-08]
TPO	Tree Preservation Order
TSCSC	Transport Strategy and high level programme for Cambridge and South Cambridgeshire, March 2014 [CD7-07]
TWA	Transport and Works Act 1992 [CD5-09]
TWAO	Transport and Works Act Order
UoC	University of Cambridge
WEBs	Wider Economic Benefits
WEI	Wider Economic Impact
WSI	Written Scheme of Investigation

1. INTRODUCTION

- 1.1 The Greater Cambridge region (comprising Cambridge City and South Cambridgeshire) (**Greater Cambridge**) is one of the most successful and fastest growing economies in the UK as well as one of the UK's foremost innovation centres, home to a flourishing scale-up ecosystem and range of globally significant companies. This explosion of innovation and entrepreneurship has been termed the "Cambridge Phenomenon".
- 1.2 The continuation of the Cambridge Phenomenon is not secured. The continued success of Greater Cambridge depends on sustained growth, including new and better employment floorspace, new housing and new transport links for those living and working in the area.
- 1.3 Repeated studies have identified that to achieve this growth it is necessary to improve Greater Cambridge's transport infrastructure. The current transport infrastructure in Greater Cambridge is a well-documented constraint on future growth.
- 1.4 The proposed new transport route which is to go from Cambourne to the edge of Cambridge City (**Scheme**) responds directly to this need by:
 - 1.4.1 Delivering a step change in the transport infrastructure of Greater Cambridge;
 - 1.4.2 Directly addressing and ameliorating identified constraints; and in so doing unlocking future growth; and
 - 1.4.3 Thereby furthering the Cambridge Phenomenon.
- 1.5 The delivery of the Scheme is a matter of local and national importance, as reflected by the Scheme's clear alignment with adopted local planning policy, emerging local planning policy and with established national policy.
- 1.6 The Applicant recognises that some (although by no means all or even a majority) of those consulted on the Scheme have raised objections to the specific Scheme proposals. However, importantly, there is very little – if any – dispute about the need to improve transport infrastructure in Greater Cambridge, and to direct that improvement in the specific location of the Scheme by facilitating access into the City of Cambridge from Cambourne and the west. The objections are focussed principally on concerns about the environmental impacts of the Scheme and the suggestion that there might be a better alternative approach. Both of these issues have been closely scrutinised. Environmental impacts have been studied, avoided, mitigated and, if necessary, compensated, in a manner which renders them acceptable. A full optioneering exercise has been pursued and documented. The alternatives now promoted by objectors are vague, insufficient and unviable. This position has been tested through Independent Audit. Put simply, the Scheme delivers on the identified need in the best way possible and at the least environmental cost.
- 1.7 For these reasons, as explained further below, the Applicant seeks an Order under the Transport and Works Act 1992 (**TWA**) and a direction granting planning permission under the Town and Country Planning Act 1990 (**TCPA 1990**).

2. CORE DOCUMENTS

- 2.1 Core Documents (as listed in Appendix 1) are referred to in the format [**CDX-XX**].
- 2.2 Where page numbers are referred to in this Statement of Case (**Statement**) in connection with a [**CDX-XX**] reference, the specific page referred to is the numbering on the electronic pdf rather than any internal page numbering on the document in question.
- 2.3 Rule 7(9) of the Transport and Works (Inquiries Procedure) Rules 2004 [**CD5-17, page 7**] requires the Applicant to specify in the Statement of Case where a person may inspect and take copies of any statement or document which has been served on or by him in accordance with Rule 7.

- 2.4 An electronic copy of the Core Documents may be inspected electronically free of charge at the following times and locations where free internet access and computers are available:

Location	Days and Opening Hours <i>Please note these days and hours are subject to change. Please contact the library to check opening hours before attending.</i>
Cambridge Central Library, 7 Lion Yard, Cambridge CB2 3QD	09:30 and 18:00 on Mondays, Tuesdays, Thursdays and Fridays 09:30 and 19:00 on Wednesdays 10:00 and 18:00 on Saturdays 12 noon and 16:00 on Sundays
Cambourne Library, Sackville House, Great Cambourne CB23 6HL	09:00 and 17:00 on Mondays 09:00 and 13:00 on Tuesdays 13:00 and 19:00 on Thursdays 09:00 and 17:00 on Fridays 09:00 and 13:00 on Saturdays Please note the library is closed on Wednesdays and Sundays

- 2.5 Core Documents referred to in this Statement, as listed in Appendix 1, can also be viewed on this website: <https://gateleyhamer-pi.com/en-gb/c-to-c/inquiry-documents/>.
- 2.6 Copies of the Core Documents may be obtained from the Greater Cambridge Partnership team. Please contact them via email (hello@greatercambridge.org.uk) or by calling Cambridgeshire County Council contact centre on 01223 699906. A charge may be payable.

3. THE APPLICANT

3.1 Background

- 3.1.1 The Applicant is Cambridgeshire County Council (**CCC**). However, the Application has been prepared by the Greater Cambridge Partnership (**GCP**) (of which CCC is a member) as the delivery body for the Greater Cambridge City Deal (**City Deal**).
- 3.1.2 GCP is a partnership whose members are Cambridge City Council (**City Council**), CCC, South Cambridgeshire District Council (**SCDC**) and the University of Cambridge (**UoC**).
- 3.1.3 The GCP is the local delivery body for the City Deal. In addition, through the Greater Cambridge, Greater Peterborough Enterprise Partnership the GCP works with local businesses, colleges and research facilities in the area.
- 3.1.4 The City Deal [**CD7-02**] was signed on 10 June 2014 and covers the administrative area of Cambridge City and South Cambridgeshire, which is commonly referred to as "Greater Cambridge".
- 3.1.5 The City Deal aims to deliver transformative economic benefits through investment in infrastructure, housing, and skills to further facilitate the growth of the Greater Cambridge region. Pursuant to this aim the GCP is developing a range of schemes to

create a more efficient and greener transport network for Greater Cambridge of which the Scheme is one.

- 3.1.6 The City Deal was initially expected to be governed by a combined authority based on a Greater Cambridge geography, including the area covered by the City Council and SCDC. Proposals for a combined authority on a Greater Cambridge geographic footprint were not agreed. Therefore, the GCP was created to deliver the City Deal.
- 3.1.7 Subsequently, a proposal for a mayoral combined authority covering the larger geography of Cambridgeshire and Peterborough was agreed in 2016 via the Cambridgeshire and Peterborough Devolution Deal [CD7-03]. The Devolution Deal acknowledges the principle of subsidiarity in terms of the delegation of responsibility for "City Deal mechanisms":

"The local authorities of Cambridgeshire and Peterborough recognise and have agreed that the principle of subsidiarity should apply to the discharge of functions by the mayor and combined authority and governance of this devolution deal. This includes the delegation of responsibility from the combined authority to individual councils or appropriate bodies, such as city deal mechanisms, for delivery" [CD7-03, page 6].

- 3.1.8 As such and so far as relevant to the present case:
- 1) the Cambridgeshire and Peterborough Combined Authority (CPCA) is the Local Transport Authority;
 - 2) CCC is the Highway Authority; and
 - 3) SCDC and the City Council are the Local Planning Authorities but now operate an integrated Greater Cambridge Shared Planning service with the intention of preparing and adopting a single Greater Cambridge Local Plan to supersede District level plans.

3.2 The GCP Executive Board

- 3.2.1 The GCP Executive Board (**Executive Board**) has been established by the City Council, CCC and SCDC. It is a joint committee of the three councils, established by the CCC under section 102(1) (b) of the Local Government Act 1972 [CD5-03, page 123] and by the City Council and SCDC under section 9EB of the Local Government Act 2000 [CD5-12, page 18]. The three councils have agreed to delegate exercise of their functions to the Executive Board to the extent necessary to enable the Executive Board to pursue and achieve the objectives of the City Deal and to undertake any actions necessary, incidental or ancillary to achieving those objectives, and, accordingly, the three councils have made the necessary changes to their respective schemes of delegation. The Executive Board may further delegate to officers of the three councils.
- 3.2.2 The Executive Board is made up of one representative of each of the City Deal partners (i.e. CCC, SCDC, the City Council and the UoC) as well as a representative of the business board of the CPCA. The legislation on voting rights for co-opted members of joint committees restricts voting rights to elected members of the constituent local authorities in this context. Accordingly, it is not possible for either the UoC or the business board representative to have voting rights on the Executive Board. Standing orders require the voting members of the Executive Board to act with due regard to the opinions of the non-voting members of the Board. The aim of the Executive Board is, where possible, to operate on the basis of consensus. Should it not be possible in a specific instance to find a consensus, the issue will be deferred to a later meeting of the Executive Board.
- 3.2.3 The Executive Board is the GCP decision-making body and its role is to ensure that the objectives of the City Deal are met. To this end, the Executive Board has oversight

of the strategic direction and delivery of the City Deal and its objectives. The Executive Board is also responsible for the commissioning of projects funded by money provided through the City Deal and for overall control of that programme of investments.

- 3.2.4 The Senior Responsible Owner (**SRO**) for each individual project is responsible for the management of that budget and the achievement of project objectives, under the oversight of the Executive Board. The SRO for the Scheme is Peter Blake, the Director of the GCP.

3.3 The GCP Joint Assembly

- 3.3.1 The GCP Joint Assembly has been set up by the constituent councils as a joint advisory committee of the three councils, established under section 102(4) of the Local Government Act 1972 [**CD5-03, page 123**] (**Joint Assembly**). The Joint Assembly acts as a forum for discussion with a wider range of members and stakeholders across the Greater Cambridge area, so that the Executive Board benefits from a wider range of expertise in making its decisions. The Joint Assembly may receive and comment on (“pre-scrutinise”) reports to the Executive Board and may review its work.
- 3.3.2 The Joint Assembly’s membership is made up of three elected councillors from each of the three councils in the Greater Cambridge area, reflecting the political composition of the Greater Cambridge area. In addition, the Joint Assembly’s membership includes stakeholders from a range of organisations comprising three each from the wider business and academic communities in order to reflect the interests of the remaining City Deal partners.

3.4 Process for GCP decision making and governance

- 3.4.1 Local democratic accountability is a key requirement for the GCP and, as such, local Members have a key decision-making role within the GCP. Democratic accountability is assured as both the Executive Board and the Joint Assembly consist of a majority of elected representatives (noting that the Joint Assembly plays a scrutiny role and therefore does not require voting arrangements).
- 3.4.2 Consideration of proposals by the Executive Board and Joint Assembly constitutes the formal decision-making process for the GCP. Reports making recommendations to the Executive Board will typically be considered first by the Joint Assembly to enable it to fulfil its scrutiny function. The Joint Assembly’s feedback on each report will be considered and summarised in the final reports made to the Executive Board, with effort made to address the feedback (e.g. by amending the recommendations made to the Executive Board) wherever possible. The Executive Board is then responsible for considering the final recommendations made within the reports presented at its meetings and deciding whether to approve the recommendations.

3.5 Cambridgeshire County Council

- 3.5.1 Whilst the GCP is leading on the delivery of the City Deal, it is not a self-standing legal entity with powers to make a Transport and Works Act Order (**TWAO**) application. Accordingly, CCC is the applicant for the Scheme and CCC and the GCP have agreed to work together to promote it.¹
- 3.5.2 CCC acts as the Accountable Body for the GCP. As such, CCC holds funds and oversees payments to delivery partners and suppliers where relevant.

¹ See the Protocol on Division of Roles and Responsibilities in Appendix 1 to the Explanatory Memorandum [**CD1-03, pages 29-35**].

- 3.5.3 CCC accounts for City Deal funds in such a way that they are identifiable from the CCC's own funds and provides financial statements to the Executive Board as required.

3.6 The Role of the Combined Authority

- 3.6.1 In May 2017 a Mayor for Cambridgeshire and Peterborough was elected and the CPCA was created.
- 3.6.2 The GCP is committed to working closely with the Mayor for Cambridgeshire and Peterborough and the CPCA to work towards shared objectives to the benefit of Greater Cambridge and the wider region. In view of this, the Mayor of Cambridgeshire and Peterborough is currently a regular invitee to the Executive Board, at the discretion of the Chair of the Executive Board, in accordance with the Executive Board Terms of Reference [CD10-02].

4. THE APPLICATION

4.1 Introduction

- 4.1.1 CCC has applied to the Secretary of State for Transport (**SoS**) pursuant to section 6 of the TWA [CD5-09, page 5], for an Order under sections 1 and 5 of that Act in the terms of the draft Order which accompanied the Application.
- 4.1.2 The object of the Order is to authorise works and purchase of land to allow the implementation, operation and maintenance of a guided busway, mostly segregated from local highways between Cambourne and Cambridge.
- 4.1.3 The guided busway will connect Cambourne, the largest and rapidly growing settlement in South Cambridgeshire with Cambridge, passing through major development sites at Bourn Airfield and West Cambridge.
- 4.1.4 In overview, the Order would authorise the construction, maintenance, and operation by CCC of a guided busway using one or more of the modes prescribed in article 2(g), (h), (i) or (j) of the Transport and Works (Guided Transport Modes) Order 1992 (**1992 Order**) [CD5-15, page 2] and is sought together with the approval of a request being made to the SoS, to give a direction under section 90(2A) of the TCPA 1990 [CD5-08, page 187] that planning permission, so far as it is required, shall be deemed to be granted for the development proposed to be authorised by the draft Order.
- 4.1.5 The Order would authorise CCC to construct, operate and maintain:
- (a) a two-way guided busway 13.6 kilometres in length commencing at Sterling Way, Cambourne and terminating at Grange Road, Cambridge segregated from local highways except for stretches of on-road running along St Neots Road, Hardwick and Charles Babbage Road within the UoC West Cambridge Campus;
 - (b) intermediate bus stops along the route and an emergency and maintenance access track running alongside the two-way guided busway for most of the length of the guided busway which would be accessible to pedestrians and cyclists. Most of the length of the track will also function as a bridleway or permissive bridleway;
 - (c) a new travel hub building and Park and Ride site at Scotland Farm, Dry Drayton with access for the buses over the existing bridge carrying Scotland Road over the A428;
 - (d) new bridges over the M11 and at Bin Brook to provide for the two-way guided busway and adjoining emergency and maintenance track; and

- (e) access roads, temporary compounds, stopping up, diversion and creation of public rights of way, highway crossings, drainage works and attenuation and infiltration ponds.

4.1.6 The draft Order, would also permit:

- (a) the compulsory acquisition of land for the proposed works and ancillary purposes, including worksites; the acquisition of rights and restrictive covenants over specified land; provisions for the temporary use of land in connection with the Scheme; and the extinction and creation of private rights;
- (b) the temporary stopping up of highways; provisions relating to streets; and powers to survey and investigate land;
- (c) powers to carry out certain works in the highway and the right to use private roads for the purposes of construction;
- (d) powers to carry out works to streets including the temporary diversion of streets; and
- (e) the acquisition of replacement land for exchange open space land.

4.2 Application Site and Surroundings

- 4.2.1 The Scheme is located to the west of the city of Cambridge. The route runs for 13.6km on a west to east alignment from Sterling Way to the east of Cambourne to Grange Road at the western edge of Cambridge City. Bus services using the Scheme would extend west of Sterling Way and east of Grange Road to serve the developed areas of Cambourne and Cambridge and beyond.
- 4.2.2 The overall site will be referred to in this Statement as the **Application Site** and is shown on the draft Order's Works and Land Plans as the limit of land to be acquired or used for the Scheme [CD1-12.01]. The indicative route is shown on the Scheme Location Plan [CD1-16.01].
- 4.2.3 The Application Site passes through the administrative areas of SCDC and the City Council and through or past several existing and planned settlements including Cambourne, Bourn Airfield, Hardwick, Coton, West Cambridge and the Cambridge fringe.
- 4.2.4 The Application Site comprises a relatively narrow corridor that allows sufficient space to construct the guided busway, public transport stops, bridges (proposed at the M11 and at Bin Brook) along with ancillary works including landscape and ecological mitigation. The exception to this is an area of land located off Scotland Road to the north of the A428 dual carriageway, which would be used for the proposed Scotland Farm travel hub.
- 4.2.5 The environmental baseline for the Scheme is set out in Chapter 5 of the accompanying Environmental Statement (ES) [CD1-10.01, pages 59-85]. The ES comprises a main report (ES Main Report) [CD1-10.01] with four appendices [CD1-10.02, CD1-10.03, CD1-10.04, CD1-10.05]. Chapter 5 of the ES Main Report sets out the land uses and communities along the route with a high-level baseline for each environmental factor provided.
- 4.2.6 A more detailed environmental baseline for each environmental factor is then set out in the Technical Reports in Volume 2 of the ES [CD1-11.01 to CD1-11.14.04].

4.3 The Scheme Works

- 4.3.1 In summary the Scheme works will include:

- (a) a mostly segregated guided busway;
 - (b) an adjoining maintenance and emergency access track to also be used for active travel;
 - (c) public transport stops;
 - (d) operational lighting to be provided at the Travel Hub and at junctions. The main Scheme will not be lit but solar studs may be used to assist non-motorised users;
 - (e) bridges over the M11 motorway and Bin Brook;
 - (f) signalised junctions where the route crosses existing roads;
 - (g) Travel Hub (Park and Ride) providing spaces for cars, coaches and storage for bicycles with the potential to accommodate other options such as cycle hire;
 - (h) amendments to existing highways and accesses, parking arrangements, drainage and the construction of fencing, environmental mitigation, earthworks and landscaping; and
 - (i) other ancillary works as required.
- 4.3.2 Construction is anticipated to commence in 2026 and continue over approximately 24 months, for Scheme opening in 2028.
- 4.3.3 A description of the Scheme is set out in section 9 of this Statement and in more detail in Chapter 3 of the ES Main Report - Scheme Description [**CD1-10.01, pages 24-37**].
- 4.3.4 A set of planning direction drawings showing elements of the Scheme in further detail accompanies the Request for Deemed Planning Permission [**CD1-14**]. The deemed planning drawings can be found at [**CD1-16.01 to CD1-16.07**].

4.4 Further Consents and Authorisations

- 4.4.1 The consents, permissions or licences that are considered required and that will be sought outside of the Order are summarised as follows:
- (a) A request for a direction under section 90(2A) of the TCPA 1990 [**CD5-08, page 187**];
 - (b) A certificate under section 19(1)(a), section 28 and Schedule 3, paragraph 6(1)(a) of The Acquisition of Land Act 1981 (**ALA 1981**) [**CD5-05, page 43, 51, 99**] in relation to exchange open space land;
 - (c) Agreement with National Highways Limited relating to works on National Highways' strategic road network and including a bridge over the M11 motorway;
 - (d) Orders relating to speed limits on highways, to be made by CCC as local highway authority;
 - (e) Directions regarding signage for the guided busway from the Department for Transport (**DfT**);
 - (f) Environmental Permits under The Environmental Permitting (England and Wales) Regulations 2016 [**CD5-20**] for noise, dust and waste;
 - (g) Development licences for works to badger setts under the Protection of Badgers Act 1992 [**CD5-10**]; and

- (h) Protected Species Licences under the Wildlife and Countryside Act 1981 [CD5-06] and the Conservation of Habitats and Species Regulations 2017 [CD5-21] for bats and water voles.

4.4.2 As to the first of these matters, deemed planning permission is sought for all the works specified in Schedule 1 of the draft Order [CD1-02, pages 46-47] and subject to the draft conditions at Schedule 1 to the Request for Deemed Planning Permission [CD1-14, pages 7-23]. The proposed planning conditions reserve certain matters for subsequent approval by the relevant local planning authority as further detailed in the Request for Deemed Planning Permission [CD1-14].

5. NEED FOR THE SCHEME

5.1 Introduction

5.1.1 In overview, the Scheme is needed to:

- (a) address existing identified constraints on the future growth and success of Greater Cambridge; and
- (b) unlock identified opportunities for growth, in terms of both housing and the economy within Greater Cambridge.

5.2 Existing Identified Constraints

5.2.1 The Greater Cambridge region is one of the most successful and fastest growing economies in the UK as well as one of the UK's foremost innovation centres, home to a flourishing scale-up ecosystem and range of globally significant companies. As of 2023, a total of 23 businesses born in Cambridge have reached the \$US one billion "unicorn" status and the city is Europe's largest technology cluster, home to over 5,000 high tech firms. This explosion of innovation and entrepreneurship has been termed the "Cambridge Phenomenon".

5.2.2 The Cambridgeshire and Peterborough Independent Economic Review (CPIER) Final Report September 2018 [CD7-05] produced by the Cambridge and Peterborough Independent Economic Commission found evidence that across the Greater Cambridge region, economic growth is higher than official figures suggest. The report concludes that the examination of employment growth in individual companies suggests firms are increasing employment at a rate greater than that captured by the Office for National Statistics data; similarly, turnover growth is strong.

5.2.3 Despite this success there are existing constraints which put in doubt the future growth and success of Greater Cambridge.

5.2.4 Existing infrastructure and transport constraints were identified in the CPIER which:

- (a) states that growth is *"unlikely to be sustained in the future without significant investment in infrastructure. Businesses are already noting this as a major concern. A failure to invest in and around Cambridge is the single biggest endogenous risk to growth facing the area"* [CD7-05, page 79] and key recommendation 7 which states: *"a package of transport and other infrastructure projects to alleviate the growing pains of Greater Cambridge should be considered the single most important infrastructure priority facing the CPCA in the short to medium term"* [CD7-05, page 80].
- (b) recommends that: *"There should be a focus on providing the fastest transit possible to those who need to work in the Greater Cambridge area using currently available, low-cost technology, which can prepare the ground for better long-term solutions. The risks to business are too great to delay in this regard"* [CD7-05, page 80].

- 5.2.5 Similarly, "The Case for Cambridge" (Department for Levelling Up Housing and Communities) (March 2024) [CD7-01] identified a number of challenges facing Greater Cambridge including:
- (a) *"Housing affordability: Cambridge is one of the most expensive cities in the UK for buying a home relative to local pay. Since 2014, house prices have increased by 78% and pay by only 23%. Rents are also high, often making it difficult to live close to work" [CD7-01, page 7].*
 - (b) *"Transport and mobility: Severe road congestion in Cambridge is a feature of daily life, leading to delays, frustration for local people, poor air quality and related health consequences. Critically, pressured public transport and poor connectivity is constraining the local economy, creating delays and is inefficient for everyone" [CD7-01, page 7].*
 - (c) *"Laboratory Space: There is a significant shortage of laboratory space in Cambridge. Larger occupiers expanding in Greater Cambridge could take years to acquire the right facilities, with the risk that they choose to locate outside of the UK entirely" [CD7-01, page 10].*
- 5.2.6 In this context, a number of other documents have recognised the strategic importance of delivering improved infrastructure in Greater Cambridge, for example: the 2023 Local Transport and Connectivity Plan [CD6-09] and its supporting Bus Strategy [CD6-11]; the 2019 Cambridgeshire and Peterborough Local Transport Plan [CD6-07]; and the Transport Evidence Report [CD6-05] which has been developed in support of the emerging local plan. Importantly, this last document demonstrates that the growth aspirations for Cambourne envisaged in the Greater Cambridge Local Plan First Proposals (**Emerging Plan**) [CD6-04] would need to be delivered through the complementary provision of both the Scheme and East West Rail (**EWR**) (with a future station in Cambourne).
- 5.2.7 The Transport Assessment [CD1-25.01] prepared for the Scheme supports this analysis. In particular, the detailed study of existing transport conditions is provided in chapter 4 of the Transport Assessment [CD1-25.1, pages 18-30]; the predicted future transport conditions without the Scheme is given in chapter 6 of the Transport Assessment [CD1-25.01, pages 35-39]; and the technical information relating to traffic and transport is given in the Technical Report at appendix 12 of the ES [CD1-11.12]. All of this analysis evidences the specific constraints and thus that component of the need for the Scheme.
- 5.2.8 This is further explained in the Planning Statement, at paragraph 3.2 ("the Need for the Scheme" [CD1-15, pages 19-24]), which identifies the pressures on the existing Cambridgeshire transport network and the fact that it is not sufficient to support the needs of people wishing to travel within the west Cambridge area.
- 5.2.9 In addition, background data on transport conditions is published by CCC [CD7-25], and shows that car usage in Cambridge is continuing to grow back towards pre-pandemic levels. In December 2024, car usage of the strategic network increased by 5% over 2023 levels and 15% over 2019 levels. This further corroborates the identified need.
- 5.2.10 Drawing these matters together, the Strategic Case within the OBC [CD1-20.05] summarised the issues, including existing constraints, that the Scheme is seeking to address as follows:
- (a) *"Current delay on the A1303, eastbound, in the AM Peak number is up to and over 75% slower than average nighttime speeds. This is mirrored in the westbound PM Peak number with between 50%-75% slower speeds than nighttime average speeds" [CD1-20.05, page 80];*

- (b) *"Car ownership in Cambridge is high, with 85% of households having access to a car compared to the national average of 74%" [CD1-20.05, page 80];*
- (c) *"The demand generated by the growth in housing and employment will generate ever greater levels of demand for travel in and around Cambridge, with approximately 29% increase in trips during the AM peak and 38% increase during the interpeak period by 2036 and will thereby exacerbate current congestion issues" [CD1-20.05, page 80];*
- (d) *"The greater levels in travel demand show that trips made by car for commuting purposes in Cambridgeshire are predicted to grow by up to 14% and 36% respectively during the AM and PM peak periods by 2036 exacerbating current congestion issues" [CD1-20.05, page 80];*
- (e) *"The rail network does not serve the movements along the A428/A1303 transport corridor" [CD1-20.05, page 80];*
- (f) *"The existing A428/A1303 is inadequate for walking and cycling as modes of transport into Cambridge City" [CD1-20.05, page 80]; and*
- (g) *"Congestion on the route means that current public transport services are unable to offer an attractive alternative to private car" [CD1-20.05, page 80].*

5.2.11 The Scheme will directly address and ameliorate these identified constraints.

5.3 Unlocking future housing and economic growth

- 5.3.1 The Scheme is also necessary to unlock future housing and economic growth, as envisaged in both local and national policy.
- 5.3.2 First, the Scheme seeks to link key employment and housing sites in the adopted local plans together with the City Council to unlock the development potential of the below major development sites.
- 5.3.3 Bourn Airfield was allocated in the 2018 South Cambridgeshire Local Plan [CD6-02] for the development of a new village of approximately 3,500 homes and is a long-term development opportunity, which will take place over the plan period, and beyond. The Emerging Plan [CD6-04] proposes to carry forward the existing Supplementary Planning Document (SPD) for the site. Sustainable transport connections to Cambridge and St Neots along the A428 corridor is a key strategic objective within the SPD, making the Scheme essential for the overall success of the development. The SPD also stated that the developer would make a contribution towards the Scheme within the Infrastructure Delivery Plan. A contribution towards the Scheme was negotiated through a Section 106 agreement [CD1-21, section 7.4, page 48].
- 5.3.4 In 2017, following the submission of the Local Plan, South Cambridgeshire District Council resolved to grant permission for a mixed-use development at Cambourne West. The Section 106 agreement for Cambourne West includes funding for the Scheme of *"the sum of £8.7m to be used to fund improvements for highway infrastructure so as to improve links by bus between Cambourne and the City Centre of Cambridge."*[CD1-21, section 7.4, page 49].

Table 1: Existing sites for development IN ADOPTED Local Plans

Site Name	Adopted Plan	Type	Number of Houses	Area (in hectares)	Policy
Cambourne West	2018 South Cambridgeshire Local Plan.	Mixed Use (Housing)	2,590 by 2041	159.15	Policy S/CB
West Cambridge (M13)	2018 Cambridge Local Plan	Mixed Use (academic and commercial use)		66.90	Policy S/WC
Bourn Airfield New Village	2018 South Cambridgeshire Local Plan	Mixed Use (Housing)	2,460 by 2041 1,040 after 2041	171.81	Policy S/NS
North West Cambridge (Eddington)	2018 Cambridge Local Plan	Mixed Use	3,142 by 2041	90.93	Policy S/NWC

- 5.3.5 Secondly, the Scheme will unlock housing growth in the emerging policy context. The Emerging Plan identifies significant further growth aspirations (c. 1,950 homes north of Cambourne by 2041) and states that locating growth at Cambourne takes advantage of the proposed EWR station and the Scheme itself. As already explained, the emerging evidence base to support this plan shows that the Scheme is a critical component for this future growth **[CD6-04, page 44 and page 99]**.
- 5.3.6 Thirdly, the Scheme will unlock further employment development in Greater Cambridge. Evolving work on EWR has identified the potential to deliver 27,390 homes² **[CD7-17]**. Development in and around Cambourne is a key component of this growth. The Scheme will play an important role in ensuring that this growth can be delivered.
- 5.3.7 All of this sits within the wider context of Government policy which aspires to see the Oxford to Cambridge Growth Corridor as a driver of national growth. This would potentially include a new station at Tempsford to support growth on the A428/A1303 corridor.
- 5.3.8 Therefore, the Scheme is necessary to unlock future housing and economic growth, both as presently required, today, in adopted local and national policy, and as envisaged both in emerging local policy and at a national level.

6. SCHEME AIMS

6.1 Background - The Aims of the City Deal

- 6.1.1 The aims and objectives of the Scheme are driven by the City Deal **[CD7-02]** and the programme it is intended to deliver. Accordingly, before turning to the aims of the Scheme, it is important to recognise the aims of the City Deal.
- 6.1.2 The intention is for the City Deal to:

² eastwestrail.co.uk/routeupdate/economic-and-technical-report#UnderstandingthetransformativebenefitsofEWR

- 1) *"Create an infrastructure investment fund with an innovative Gain Share mechanism;*
- 2) *Accelerate delivery of 33,480 planned homes;*
- 3) *Enable delivery of 1,000 extra new homes on rural exception sites;*
- 4) *Deliver over 400 new apprenticeships for young people;*
- 5) *Provide £1bn of local and national public sector investment, enabling an estimated £4bn of private sector investment in the Greater Cambridge area;*
- 6) *Create 45,000 new jobs;*
- 7) *Create a governance arrangement for joint decision making between the local councils"* [CD7-02, page 2].

6.1.3 The City Deal states that Greater Cambridge authorities will prioritise projects delivering against the four key strategic objectives:

- 1) *"To nurture the conditions necessary to enable the potential of Greater Cambridge to create and retain the international high-tech businesses of the future;*
- 2) *To better target investment to the needs of the Greater Cambridge economy by ensuring those decisions are informed by the needs of businesses and other key stakeholders such as the universities;*
- 3) *To markedly improve connectivity and networks between clusters and labour markets so that the right conditions are in place to drive further growth; and*
- 4) *To attract and retain more skilled people by investing in transport and housing whilst maintaining a good quality of life, in turn allowing a long-term increase in jobs emerging from the internationally competitive clusters and more university spin-outs."* [CD7-02, page 5].

6.1.4 The City Deal is about investing in transport infrastructure to help deliver high quality, efficient and reliable passenger transport links to provide better connections between key destinations, including the city-region's major employment hubs and development sites, and to help facilitate planned growth and unlock the next phase of the "Cambridge Phenomenon". To this end, four major corridor schemes have been identified by the City Deal for investment in high quality, sustainable public transport. The Scheme is a key component and, together with the other three schemes, it will help to ensure access to major growth sites for housing and employment, enabling Local Plans for Greater Cambridge to be delivered.

6.1.5 The transport programme for the City Deal was developed based on the Transport Strategy and high level programme for Cambridge and South Cambridgeshire (TSCSC, agreed March 2014) [CD7-07], a sub-strategy of the Cambridgeshire Local Transport Plan aligning with the emerging Local Plans for Cambridge and South Cambridgeshire. The transport strategy objectives of the TSCSC were:

- 1) *"To ensure that the transport network supports the economy and acts as a catalyst for sustainable growth"* [CD7-07, page 19].
- 2) *"To enhance accessibility to, from and within Cambridge and South Cambridgeshire (and beyond the strategy area)"* [CD7-07, page 19].
- 3) *"To ensure good transport links between new and existing communities, and the jobs and services people wish to access"* [CD7-07, page 20].

- 4) *"To prioritise sustainable alternatives to the private car in the strategy area, and reduce the impacts of congestion on sustainable modes of transport" [CD7-07, page 20].*
- 5) *"To meet air quality objectives and carbon reduction targets, and preserve the natural environment" [CD7-07, page 20].*
- 6) *"To ensure that changes to the transport network respect and conserve the distinctive character of the area and people's quality of life" [CD7-07, page 20].*
- 7) *"To ensure the strategy encourages healthy and active travel, supporting improved well-being" [CD7-07, page 20].*
- 8) *"To manage the transport network effectively and efficiently" [CD7-07, page 20].*

6.2 Scheme Objectives

6.2.1 In the foregoing context, the Scheme has been designed to meet - and is based on - the overall scheme objectives. Those objectives are set out in the Statement of Aims [CD1-04] as follows:

- (a) *"achieve improved accessibility to support the economic growth of Greater Cambridge;*
- (b) *deliver a sustainable transport network/system that connects areas between Cambourne and Cambridge along the A428 / A1303; and*
- (c) *contribute to enhanced quality of life by reducing congestion and improving air quality within the surrounding areas along the A428 / A1303 and within Cambridge City" [CD1-04, page 3].*

6.3 Scheme Aims

6.3.1 In light of these objectives, the Scheme aims are as follows:

- (a) *"To relieve congestion: Parts of the current Cambourne to Cambridge road network, in particular the A1303/Madingley road, suffers from heavy traffic congestion at peak times. Without any action, by 2031 car trips into the city are set to increase by up to 70% with already lengthy journey times expected to double.*
- (b) *To support economic growth: Local Plans for Cambridge and South Cambridgeshire propose new housing in towns and villages to the west of the city. Between 2011 and 2031, there are planned to be an additional 8,000 new homes set for development in the vicinity of the Scheme and 44,000 new jobs to be created in or around the city. The Scheme unlocks much of the development potential in the Scheme area.*
- (c) *To deliver a sustainable transport system: A new guided bus route, with a path for walkers, cyclists and for most of the route, horse-riders, as well as a new travel hub at Scotland Farm which will encourage park and ride journeys as well as active travel.*
- (d) *To enhance quality of life: In addition to improvement in air quality, there is a commitment to deliver a minimum of 10% biodiversity net gain for the Scheme overall, with the objective of achieving at least a 20% gain. The Scheme will, in the main, protect and enhance our natural, built and historic environment; including making effective use of land, using natural resources prudently, minimising waste, and assist in the moving to a low carbon economy" [CD1-04, pages 3-4].*

6.4 Scheme Vision

- 6.4.1 The "Scheme Vision" reflects the above aims and is defined in the OBC as follows:

"To connect existing and new communities along the A428/A1303 to places of employment, study, and key services to enable the sustainable growth for Greater Cambridge. We will deliver this through improved, faster and more reliable High Quality Public Transport (HQPT) services, together with high quality cycling and walking facilities serving a new Travel Hub site to the west of Cambridge." [CD1-20.06, page 11].

- 6.4.2 This vision – and the Scheme aims which it furthers – are all aligned with – and will assist to deliver - the national priorities identified in the City Deal [CD7-02].

7. SCHEME DEVELOPMENT

7.1 Introduction

- 7.1.1 This section summarises the work undertaken to identify the options for addressing the issues and opportunities of the Scheme, and how those options have been assessed and refined to arrive at a single recommended option. The work has followed the process set out by the DfT in Transport Analysis Guidance (TAG) [CD8-25] and was reviewed through Independent Audit [CD8-27]. That process is described below in some detail under Section 7.3, Consideration of Alternatives.

- 7.1.2 Over the last decade, numerous options to the north and south of the existing A428/A1303 Corridor and on-line options have been assessed. These have included options generated and promoted by local stakeholders and specifically include the option for an on-road inbound bus lane as currently promoted by a number of objectors which does not perform as well as the preferred route. An evaluation was carried out of on-road and off-road options against a series of assessment criteria grouped by the following themes:

- (a) "Policy fit;
- (b) Contribution to economic growth;
- (c) Contribution to improved transport network;
- (d) Contribution to quality of life;
- (e) Scheme deliverability; and
- (f) Stakeholder support." [CD1-20.09, page 13].

- 7.1.3 The assessment results from this multi criteria assessment showed that the best performing option against the full range of criteria aligned to the scheme objectives was Option 1b – Segregated off-road option with Park and Ride at Scotland Farm.

- 7.1.4 The OBC [CD1-20.01 to CD1-20.27] and its Addendum [CD1-21.01 to CD1-21.04] provide details of the options assessed and the appraisal which has led to the recommendation of the preferred option including details of the criteria.

- 7.1.5 During that time there have been four formal consultation exercises as well as many other events and meetings and these are also described below. A number of issues arising from consultation have influenced the Scheme development and these are also described.

7.2 Overview of the Scheme's Development

- 7.2.1 An optioneering exercise began in 2014 to identify a preferred route for the Scheme followed by the first consultation exercise. Thereafter the requirements of the Green Book and TAG were followed with the Scheme progressing through the Strategic Outline Business Case (**SOBC**) and OBC stages.
- 7.2.2 Table 2 at paragraph 7.2.3 below sets out the key stages of stakeholder engagement and consultation from 2015 to 2022. This process principally consisted of a preliminary route option selection consultation in 2015 and three further stages of consultation in 2017/2018, 2019 and 2022.

7.2.3 Table 2 – Formal Consultation Stages

Round	Purpose
Better Bus Journeys consultation 2015	Exploring whether people want better bus connections - six high level route options. The Scheme was divided into Area 1 and Area 2 with three options for each.
Phase 1 consultation 2017 - 2018	Consulting on the area between Cambridge and Madingley Mulch roundabout – various on-road/ off-road options including Park & Ride alternatives at Madingley and Scotland Farm.
Phase 2 consultation 2019	Consulting on the area between Madingley Mulch roundabout and Cambourne – various options including Park & Ride alternatives at Madingley and Scotland Farm.
EIA consultation 2022	Consulting on preferred alignment - Cambourne to Cambridge (with route options at Hardwick) looking at environmental impact.

- 7.2.4 Following a review of the feedback received during the Environmental Impact Assessment (**EIA**) consultation that ran from 16 May 2022 to 11 July 2022 as well as ongoing stakeholder engagement and technical work, GCP developed its final alignment for the Scheme. The changes that were made to the alignment following the close of EIA consultation are set out in Section 7.13 of the Consultation Report [**CD1-06.01**]. The final Scheme alignment was updated in February 2023.
- 7.2.5 At all times, the aim of the formal consultation was to provide the whole community with information about the proposals at the time and to gather feedback.
- 7.2.6 Consultation included a wide range of initiatives including public exhibitions, working groups and local liaison forums to reach both community and statutory stakeholders. Stakeholder engagement continued throughout and beyond the formal consultation stages. Forums and working groups were set up with key stakeholders and organisations to enable continuous and collaborative dialogue to inform the ongoing design. As part of the formal consultation, letters and/or emails were sent to a wide range of groups and individuals with information on the Scheme and an invitation to the public exhibitions. This included letters to MPs, local councillors, and landowners. Letters were also sent to the key statutory stakeholders outlined in Section 3.3 of the Consultation Report [**CD1-06, page 18**].
- 7.2.7 This process ensured all stakeholders had an opportunity to comment as the design progressed. All feedback was carefully considered as part of the design. Consultees were divided into community and statutory stakeholders (statutory stakeholders are

defined as Schedule 5 and 6 parties detailed in Section 3.3 of the Consultation Report [CD1-06.01, page 18]).

7.2.8 Further engagement activity included the following:

- (a) Local liaison forums;
- (b) Working groups;
- (c) Ongoing engagement with statutory undertakers; and
- (d) Ad-hoc engagement with those with a Potential Interest in Land and other stakeholders.

7.3 Consideration of Alternatives

7.3.1 Options have been considered at each stage of the Scheme until the selection of the final alignment in February 2023. At an early stage of Scheme development a comprehensive set of alignment options were considered and have been evaluated against the Scheme objectives [CD1-20.02, CD1-20.03 and CD1-20.04].

7.3.2 The OBC and OAR Parts 1, 2 and 3 follow the Department for Transport's (DfT) guidance "The Transport Appraisal Process" which provides detailed guidance on appraisal and the requirements needed for transport intervention. A structured approach sets out the necessary steps from initial intervention through to the detailed appraisal that supports preparation of business or investment cases to subsequent approval stages and post implementation evaluation.

7.3.3 The three stages in the DfT's transport appraisal process are shown below:

- (a) Stage 1 – Option Development. This involves identifying the need for intervention and developing options to address a clear set of locally developed objectives which express desired outcomes. These are then sifted for the better performing options to be taken on to further detailed appraisal in Stage 2.
- (b) Stage 2 – Further Appraisal of a small number of better performing options in order to obtain sufficient information to enable decision-makers to make a rational and auditable decision about whether or not to proceed with intervention. The focus of analysis is on estimating the likely performance and impact of intervention(s) in sufficient detail.
- (c) Stage 3 – Implementation, Monitoring and Evaluation.

7.3.4 The assessment criteria for the subsequent assessments of options were generated from the scheme vision and objectives (these are set out in OAR Part 1). These are grouped into the following themes that have been selected to reflect the scheme objectives:

- (a) Policy Fit
- (b) Contribution to Economic Growth
- (c) Contribution to improved transport network
- (d) Contribution to quality of life
- (e) Scheme Deliverability
- (f) Stakeholder support

- 7.3.5 The detail and evolution of the criteria is discussed in some depth in the OAR documents supporting the OBC.
- 7.3.6 The evolution of the Scheme, the route options and alternatives, undertaken in accordance with this process, are summarised in chapter 4 of the ES Main Report [CD1-10.01, pages 38-58] and the criteria for assessment of options is summarised in the OBC non-technical summary [CD1-20.06, pages 39-45] and detailed in the OBC [CD1-20.01 to CD1-20.27]. The options appraisal process for the Scheme [CD1-20.07 to CD1-20.09] aligns with Stage 1 of the DfT's guidance "The Transport Appraisal Process" [CD8-24]. The approach follows the Department for Transport's Early Assessment and Sifting Tool Guidance (EAST) (CD8-26) which sets out the process for assessment against project objectives.
- 7.3.7 The various stages of optioneering undertaken is set out in the following section of this Statement with full details in the OBC [CD1-20.01 to CD1-20.27]. Work undertaken by Atkins used the MCAF tool and work undertaken by Mott MacDonald used INSET – both are variants on the EAST approach defined in [CD8-26].

STAGE 1 – OPTIONS DEVELOPMENT AND ASSESSMENT THROUGH TO SOBC

- 7.3.8 The need for improvement to transport on the A428/A1303 corridor was envisaged in the TSCSC [CD7-07] prepared in 2014 which informed the development of the respective Local Plans, and specifically the 2018 South Cambridgeshire Local Plan which identified the need for the *"provision of high quality bus priority measures or busway on or parallel to the A1303 between its junction with the A428 and Queens Road, Cambridge"* [CD6-02, page 86] to unlock Bourn Airfield as a strategic site.
- 7.3.9 The options development and assessment process took place between 2014 and 2017. This is set out in Figure 3 titled "C2C project development process" in the Non-technical Summary dated December 2019 produced by Mott MacDonald [CD1-20.06, page 16].
- 7.3.10 Consultants Atkins prepared feasibility work during 2015 on both corridor studies [CD13-01] and park and ride locations [CD13-02], and this informed public consultation in autumn 2015. The consultation focused on concepts rather than detailed proposals, and sought feedback on ideas and concerns, as well as gleaning a general impression of public support. Various proposals emerged from the consultation, some of which have since been adopted as part of the current Scheme proposals [CD13-03].
- 7.3.11 An initial longlist of 34 options was gradually refined and revised through stakeholder engagement including the 2015 consultation where options to the north and south of the A428/A1303 corridor and on-line, were considered. Option sifting was undertaken using the Atkins MCAF tool which is an adaptation of the DfT's Early Assessment and Sifting Tool (EAST) [CD8-26], later stages of the study used the Investment Sifting and Evaluation Tool (INSET) which is a similar adaption used by Mott MacDonald. In each case the options were assessed against the Scheme objectives and wider requirements such as deliverability and sustainability requirements in line with the EAST approach. Appendix B to the 2015 Consultation Leaflet produced by Atkins is a figure showing the 2015 consultation options [CD1-06.03].
- 7.3.12 In August 2016 the concept of the A428-A1303 Cambourne to Cambridge bus scheme was tested by consultants Mott McDonald, who prepared a strategic economic appraisal [CD7-23] that accommodated potential scheme variants.

- 7.3.13 Following this, in September 2016 five options were presented in the SOBC [CD8-18]. The SOBC referred to a clear case for the Scheme and recommended that five options should be taken forward for further assessment and consultation.³

STAGE 2 – PARK AND RIDE OPTIONS SELECTION

- 7.3.14 The options for the location of the new Park and Ride site were considered in conjunction with the main route options development. Following initial concerns from local communities over the recommendation that a Park and Ride site would be located in the vicinity of Madingley Mulch a comprehensive review of options was undertaken in the summer of 2017 and documented in the Cambourne to Cambridge Better Public Transport Park and Ride Study [CD13-05] which informed the End of Stage report [CD13-06] which was produced in September 2017 in advance of the 2017/18 consultation.
- 7.3.15 The process for identifying the new Park and Ride site was carried out in two stages:
- 1) Shortlisting, and
 - 2) Specific site evaluation.

Stage 2 (1): Shortlisting

- 7.3.16 The shortlisting process considered three broad location areas for a proposed new site meeting the transport characteristics and suitability requirements for a Park and Ride site:
- 1) A western, outer, area with potential sites including 6, 7 and 8 (all close to Cambourne);
 - 2) A central area at site 5 (Scotland Farm);
 - 3) An eastern, inner, area around Madingley Mulch (sites 1, 2, 3 and 4); and
 - 4) The existing site (site 0) included as a comparator.
- 7.3.17 Figure 2 titled "Stage 1 – Location of Park and Ride sites identified for appraisal" contained in the Mott MacDonald - Cambourne to Cambridge Better Public Transport Park and Ride Study (September 2017) [CD13-05, page 27] shows the locations referred to in paragraph 7.3.16 above.
- 7.3.18 Using a multi-criteria assessment tool the nine Park and Ride sites were assessed reflecting the following key criteria agreed with stakeholders at one of two workshops run with members of the local liaison forum and other interested parties:
- 1) High level theme – Policy Alignment;
 - 2) Intermediate level theme – Benefits; and
 - 3) Operational theme – Deliverability.

³ All route alignment optioneering carried out to inform the SOBC is summarised within the reports listed below. These reports are also published on the GCP project website:

(a) Madingley Road/A428 Corridor Study, Options Appraisal Report (June 2014) [CD9-25];
(b) Madingley Road/A428 Corridor Study Draft Interim Report (June 2015) [CD13-01]; and
(c) CtoC SOBC (September 2016) [CD8-18].

- 7.3.19 Following the assessment of the proposed Park and Ride sites, five were recommended for taking forward into a further stage of assessment. These were:
- 1) Site 0 Madingley Road;
 - 2) Site 3 Water Works;
 - 3) Site 4 Crome Lea;
 - 4) Site 5 Scotland Farm; and
 - 5) Site 6 Bourn Airfield.
- 7.3.20 It should be noted that although site 7, North of Cambourne, received the equal highest score, it was not taken forward as it is similar to site 6. Furthermore, site 6 was identified in the submitted local plan at the time of that assessment, and was subsequently included in the adopted local plan so was considered to be preferable.

Stage 2 (2): Specific site evaluation

- 7.3.21 Further research and development of the Park and Ride sites was undertaken to select the options that would be taken to public consultation. Following this, an **INSET** assessment was undertaken, again following the EAST process. Two options were taken forward, one from the Madingley options and one from the western options:
- 1) Water Works from the Madingley options; and
 - 2) Scotland Farm from the western options.

STAGE 3 – OPTIONS DEVELOPMENT AND ASSESSMENT THROUGH TO OBC

Outline Business Case (OBC)

- 7.3.22 A series of appraisals were undertaken in 2016 and 2017, leading to a second public consultation between November 2017 and January 2018, which focused on routes from Madingley Mulch into Cambridge, referred to as Phase 1. This work was documented in an *End of Stage report*, [CD13-06] which also included further assessment of park and ride options.
- 7.3.23 During this process, options to the north and south of the A428/A1303 corridor were assessed alongside on-line options and options promoted by local stakeholders including groups such as Cambridge Past Present and Future (**CPPF**), amongst others. By the time of the second public consultation these were narrowed down to 2 on-line options and an off-line option south of the A428/A1303 with a number of local variants.
- 7.3.24 Following the approval of the End of Stage Report [CD13-06], further work was undertaken to identify a preferred route alignment for Phase 1 (Madingley Mulch into Cambridge), Phase 2 (Cambourne to Madingley Mulch), and the Park and Ride site. The INSET optioneering process carried out to identify a preferred option is documented in the OBC [CD1-20.01 to CD1-20.27] and supporting Options Appraisal Reports (**OARs**) [CD1-20.07 to CD1-20.09]. The Non-technical Summary produced by Mott MacDonald in December 2019 shows the OBC optioneering Phase 1 and 2 split [CD1-20.06, page 25].
- 7.3.25 The options assessment methodology for Phase 1 and 2 applied a multi criteria assessment and assessed options against 37 criteria linked to the Scheme vision and objectives. The criteria were grouped into themes that reflect the Scheme objectives. A detailed description of each assessment criterion can be found in OAR1 (Appendix A) [CD1-20.07].

- 7.3.26 The results of the Phase 1 options assessment are presented in OAR1 (Appendix A) [CD1-20.07] and OAR2 (Appendix B) [CD1-20.08] and the Project Update leaflet (2018) [CD7-08], whilst the results of Phase 2 options assessment are presented in OAR3 (Appendix C) [CD1-20.09].

Phase 1 (Madingley Mulch into Cambridge) options assessment

- 7.3.27 The options assessed for Phase 1 were:
- 1) Option A: An on-road option which includes the introduction of an inbound bus lane on Madingley Road between Madingley Mulch roundabout and Lady Margaret Road;
 - 2) Option B: An on-road tidal bus lane on Madingley Road running between Madingley Mulch roundabout and the new entrance to Eddington (High Cross); and
 - 3) Option C: An off-road public transport route running between Madingley Mulch roundabout and Grange Road, Cambridge (this included three variants).
- 7.3.28 The option development and appraisal for the Phase 1 route alignment was undertaken in two stages.
- 7.3.29 The first stage involved the assessment of the on-road options (Option A and B), and an assessment of the different variations of the off-road option (Option C) using the assessment criteria. This assessment process generated an "optimised" on-road option that reflected the best performing elements of Option A and Option B and a single specific off-road route alignment from Option C that narrowed down the three variants to one. The results of this stage are presented in OAR Part 1 – Appendix A [CD1-20.07].
- 7.3.30 Through the assessment of the on-road options, the findings concluded that the preferred on-road option was Option A. However, elements of Option B were shown through the assessment to have merit. As part of the optimisation of Option A, consideration was given to the aspiration in Option B for some improvements to outbound traffic, as well as the need to further consider the operation of Junction 13 of the M11. The key areas and recommendations that came out of this assessment are shown in Table 3.

Table 3: Optimisation of Option A – Key Areas and Recommendations

Area	Recommendations
Madingley Mulch Roundabout (All Options)	Modelling suggested section of westbound bus lane and priority at Madingley Mulch roundabout should be included in the optimised option.
Cambridge Road Junction (Coton)	Modelling suggested the junction should not be signalised.
M11 Junction 13	Modelling suggested additional lanes over the M11 would be beneficial but further assessment would be required to assess the cost implications of the chosen layout.
Park & Ride at High Cross Junction	Eastbound bus priority at the junction seems to be of benefit but further modelling required to check impact on general traffic and to test the effects of the changes to the park & ride entrance and exit.

Grange Road Junction	Modelling suggested bus priority measures should not be included.
Removal of bus lane from University West to Storeys Way	Modelling suggested little benefit but further modelling recommended. Assess potential to provide improved cycling facilities if bus lane is not taken forward.

Source: Mott MacDonald, OBC Strategic Case [CD1-20.05 Page 98, Table 15]

- 7.3.31 Apart from Cambridge Road and Grange Road junction signalling, which showed no benefit when modelled, all the other optimisations were included in the final on-road option.
- 7.3.32 Whilst there was a single off-road option, it comprised of two variants “Blue” and “Pink” along a similar corridor, with an additional “Green” option through the West Cambridge development and two options to connect to Grange Road, Adams Road and the former Rifle Range track. On the basis of the INSET appraisal the preferred off-road option was identified as the “Blue” route through Madingley Mulch roundabout, Coton Village and West Cambridge, and the Rifle Range track connection to Grange Road.
- 7.3.33 Prior to the second stage of assessment, the Phase 1 options went through a series of developments that resulted in changes to the options. These included reflecting the results of the 2017/18 public consultation, further engagement, and the emerging CPCA Mayoral vision for the wider strategic transport network for Cambridge which became the first Local Transport Plan for Cambridgeshire and Peterborough [CD6-07].
- 7.3.34 The following stakeholder consultation and engagement took place to inform the development of the short-listed options:
- 1) Formal public consultation: took place between November 2017 and January 2018;
 - 2) Key stakeholder workshops: two stakeholder workshops to discuss details of the project in February and March 2018; and
 - 3) Market research: five focus groups in January 2018 with residents in and around Greater Cambridge.
- 7.3.35 A detailed summary of each event and key findings can be found in Appendix G – Statement of Community Involvement [CD1-20.13] of the OBC.
- 7.3.36 The design changes taken on board for the options are detailed in Table 4. These enabled the development of optimised on-line and off-line options.

Table 4: Option design changes in response to public consultation

Option	OAR part 1 Option Description	Design Change following consultation
Low Cost a/b	An additional lane was required on the M11. There were two options for consideration. Widening the existing bridge or building a separate pedestrian bridge and using the existing footway to accommodate the extra lane.	The workshop feedback on the on-road option showed preference for a separate cycle and pedestrian walkway so the pedestrian bridge was taken forward.

Low Cost a/b	The original option A only had provisions for bus priority inbound to Cambridge.	Consultation showed general support for Option B, a reason for this was the provision for both in and outbound bus priority. Therefore, the project has taken the bi-directional bus lanes and optimised the on-road option to include both inbound and out bound bus priority.
Do minimum Low Cost a/b	The original option A had a bus lane from High Cross Junction to Lady Margaret Road.	Consultees suggested that there should be better cycle provisions from High Cross junction to Lady Margaret Way therefore the bus lane has been removed from the on-road option and cycle provisions have been included outside of the scheme and will form part of the do minimum option.

Source: Mott MacDonald OBC Strategic Case [CD1-20.05 Page 100 Table 17]

- 7.3.37 For the second stage of assessment, the optimised on-line and off-line options were taken forward for direct comparison. Each option was considered with each of the two short listed Park and Ride sites, as well as a Do Minimum scenario. An additional option that included new infrastructure between Cambourne and Maddingley Mulch roundabout (Phase 2) was also included for further appraisal to illustrate any potential step change in benefits resulting from the implementation of both Phase 1 and 2. This was called the “Illustrative Comparator” option. The results of this stage are presented in OAR Part 2 – Appendix B [CD1-20.08].

Table 5: Shortlisted off-road options

Shortlisted Options	Park & Ride location	Option Route Description
Do Minimum	N/A	Committed Schemes i.e. schemes that have been deemed likely to proceed
Low Cost a (Preferred on-road Phase 1)	Water Works	Maddingley Mulch Roundabout becomes signalised and a new bus lane is added to the A428. East bound bus lane and sections of westbound bus lanes along Maddingley Road (A1303).
Low Cost b (Preferred on-road Phase 1)	Scotland Farm	New pedestrian bridge over M11 and additional traffic lane on existing bridge. Alterations to the slip to allow two lanes of traffic. Bus gate at High Cross junction. Changes to access to existing Park & Ride.
Do Something 1a (Preferred off-road Phase 1)	Water Works	Changes to Maddingley Mulch Roundabout to accommodate off-road route Junction with Cambridge Road
Do Something 1b	Scotland Farm	New bridge over M11

(Preferred off-road Phase 1)	Junction with Ada Lovelace road	
	Junction with Grange Road	
Illustrative Comparator	Water Works	Off road alignment for Phase 1 and 2 from Cambourne to Grange Road with Park & Ride located at Waterworks for comparative purposes.

Source: Mott MacDonald OBC Strategic Case [CD1-20.05 Page 98 Table 15]

- 7.3.38 The INSET results showed that the best performing route alignment and preferred option for Phase 1 was Do Something 1a and 1b. However, no differentiation between the Park and Ride locations was shown at this stage.

Table 6: Phase 1 INSET Assessment Results

Option	INSET Scoring Summary Ranks
Do Minimum	Ranked 5th
Low Cost a	Ranked 4th
Low Cost b	Ranked 3rd
Do Something 1a	Ranked 1 st
Do Something 1b	Ranked 1 st

Source: Mott MacDonald OBC Strategic Case [CD1-20.05 Page 102 Table 19]

- 7.3.39 Table 7 presents an analysis of monetised costs and benefits for each of the options for Phase 1 as part of the assessment of the options.

Table 7: Phase 1 analysis of monetised costs & benefits (£'000s, 2010 prices discounted to 2010)

	Low Cost a	Low Cost b	Do Something 1a	Do Something 1b	Illustrative Comparator
Total Present Value Benefits	2,213	2,604	23,411	18,990	20,763
Present Value Costs	83,895	84,482	120,959	124,326	176,685
Benefit Cost Ratio (BCR)	0.03	0.03	0.19	0.15	0.12

Source: Mott MacDonald OBC Strategic Case [CD1-20.05 Page 102 Table 20]

- 7.3.40 Taking into account the monetised impacts vs the Scheme costs, as well as the findings from the qualitative and non-monetised assessments carried out to inform the INSET assessment, the best performing option in terms of route alignment from Madingley Mulch roundabout to Grange Road for Phase 1, is the Do Something 1a option – Off-road alignment with Waterworks Park and Ride.
- 7.3.41 The results from the multi-criteria INSET assessment further demonstrates the strength of this option in meeting a wider range of criteria. The results from the INSET

assessment also demonstrate that there was greater benefit from implementing the illustrative comparator and both Phase 1 and 2. This could incorporate both an off-road alignment for Phase 1 of the Scheme to Madingley Mulch Roundabout (i.e. Do Something 1a or 1b) and an off-line alignment for Phase 2 to Cambourne.

- 7.3.42 From the appraisal undertaken for Phase 1, a Specific Route Alignment which performs best from Madingley Mulch roundabout to Grange Road, Do Something option 1, was identified. This is an off-road route alignment. The detailed assessment of the options for Phase 1 are set out in OAR 1 and 2 (Appendix A and B) [CD1-20.07 and CD1-20.08].

Phase 2 (Cambourne to Madingley Mulch) Options Assessment

- 7.3.43 The appraisal of the Phase 2 options used the same approach as Phase 1, with the assessment of the options. Each option was assessed with the two Park and Ride variants in turn. Again, as with the assessment of options for Phase 1, an initial economic appraisal of each option based on transport user benefits using traffic modelling outputs was also carried out.
- 7.3.44 Taking into account the alterations to the Phase 1 route alignment as highlighted above, 3 options were assessed for Phase 2, with each option linking into the preferred Phase 1 route alignment. The definition of the three options is as follows:
- 1) Option 1: Off-road segregated route. A new public transport route adjacent to the A428 and St Neots Road. The route would be entirely off-road with minimal interaction with general traffic, except at junctions.
 - 2) Option 2: On-road with junction improvements. Public transport vehicles would run on-road along St Neots Road with general traffic east of the Bourn roundabout. There would be basic junction improvements.
 - 3) Option 3: On-road with public transport priority lanes. Public transport vehicles would run on-road along St Neots Road in priority lanes running in both directions.
- 7.3.45 Each option was tested with the two Park and Ride short listed sites (Waterworks and Scotland Farm).
- 7.3.46 The INSET results show that the emerging route alignment and preferred option for Phase 2 was Option 1b – Off road segregated route with Scotland Farm as the preferred Park and Ride location. This included the preferred route alignment for Phase 1.
- 7.3.47 The Phase 2 INSET assessment results are shown in Table 8 below, which indicate that the emerging route alignment and preferred option for Phase 2 is Option 1b – Off road segregated route with Scotland Farm as the preferred Park and Ride location.

Table 8: Phase 2 INSET Assessment Results

Option	INSET Scoring Summary Ranks
Option 1a	Ranked 2 nd
Option 1b	Ranked 1 st
Option 2a	Ranked 6 th
Option 2b	Ranked 5 th

Option 3a	Ranked 4 th
Option 3b	Ranked 3 rd

Source: Mott MacDonald OBC Strategic Case [CD1-20.05 Page 108 Table 24]

Wider Economic Impacts

- 7.3.48 Options for Phase 2 were not yet fully appraised and subject to public consultation at the point in time of the completion of the Phase 1 optioneering. However, the assessment confirmed that extending the Scheme west to Cambourne would deliver additional benefits. Specifically, ensuring that the project serves new developments in Cambourne West and Bourn Airfield, both of which are contained within the adopted Local Plan (2018) [CD6-01].
- 7.3.49 The Illustrative Comparator option and the emerging strategic off-road option were used as the sensitivity test to evaluate the local wider economic benefits (**WEBs**) of the Scheme to Cambridge (see Table 9 below) [CD7-23]. The results of this sensitivity test showed that the Scheme had the potential to offer a high level of value for money to the Greater Cambridge area, with a "Local Wider Economic Impacts" (**WEI**) BCR of 3.84, based on delivering benefits at a local level. Crucially this differs from the standard BCR based on user benefits, because it captures economic growth benefits linked to the Scheme's overall objectives and the City Deal objectives in facilitating economic growth.

Table 9: Wider economic impacts value for money sensitivity - Greater Cambridge local level

Benefit (£,000m)	Illustrative Comparator
GVA benefits – Greater Cambridge level	£679,300
Present Value Costs	£176,685
OVERALL IMPACT	
"Local WEBs ratio"	3.84

Source: Mott MacDonald OBC Strategic Case [CD1-20.05 Page 103 Table 21]

STAGE 4 – OPTION REFINEMENT TO REFLECT STAKEHOLDER ISSUES

- 7.3.50 Following the conclusion of the INSET options assessment, ongoing assessment and stakeholder engagement resulted in consideration of changes to the recommended preferred alignment. Some of these proposed changes were ultimately adopted within the Scheme, as refinements of the preferred option.

West Cambridge Development

- 7.3.51 During public consultation with stakeholders, most notably UoC, it became apparent that the "Blue" alignment could potentially cause EMI and vibrational problems for the sensitive equipment. Therefore as an alternative a segregated version of the "Green" route assessed at OAR (Part 1) stage was considered. This would result in a much reduced level of EMI and vibrational impact no worse than the impact of vehicles already using Charles Babbage Road.

- 7.3.52 INSET assessments were reviewed and it was concluded that the segregated “Green” route would be taken forward for assessment as part of the Phase 1 Stage 2 assessment of the route alignment (report in OAR Part 2). The “Do Something” options assessed as part of Phase 1 Stage 2 were revised accordingly.
- 7.3.53 Since the confirmation of the Phase 1 alignment, engagement with the West Cambridge Site has continued, including the provision of indicative drawings of the potential layout along Charles Babbage Road. During this engagement concerns were raised on the nature of the segregated route which resulted in a greater land take. Further engagement with the UoC has indicated a desire to remove the segregated route and have vehicles running on Charles Babbage Road itself. Measures are being developed by the UoC as part of its Masterplan to include signal control which will provide for bus priority and reduce traffic on Charles Babbage Road to ensure reliability for the public transport vehicles.

Grange Road Access

- 7.3.54 Consideration was given in the early stages of the work to alternative approaches to Grange Road from the west.⁴ Whilst it was never envisaged that services would terminate at Grange Road once the Scheme enters the West Cambridge Conservation Area there is no scope for significant construction and therefore Grange Road would be as far as any busway could penetrate the city centre given the historic nature of the core.
- 7.3.55 The 2017/18 consultation [**CD13-08**] considered both the Rifle Range track and Adams Road as approaches for Off-Road solutions. The initial assessment for the Off-Road route alignment to the east of Phase 1 showed that the Rifle Range track was the best option according to the assessment criteria derived from the Scheme objectives [**CD1-20.07**].
- 7.3.56 However, as the Scheme has progressed, responses from consultation with key stakeholders and members of the public have been received, raising a number of questions concerning the impact on the West Fields, access and land ownership, interactions with the Rugby Club and concerns expressed by Clare Hall College. This prompted a review of the original INSET assessment (summarised in OAR3 - Appendix C) [**CD1-20.09**].
- 7.3.57 The results of the reassessment indicated that the Rifle Range track option is more costly and has a greater impact on the West Fields and Green Belt (Appendix U - Green Belt Assessment) [**CD1-20.27**]. Whilst it delivers the long term requirements of the Scheme more effectively in provision of a segregated route, the degree of segregation is partially undermined by the need to maintain various access rights along the Rifle Range track.
- 7.3.58 At the point when the Scheme was considered as Phase 1 of Cambridgeshire Autonomous Metro (**CAM**), the case for a dedicated route to the east of West Cambridge had been questioned as it would likely become redundant once the full CAM network is operational. This would have been a key consideration from a future-proofing perspective.
- 7.3.59 On other issues such as ecology and parking and access there are pros and cons of both options with the impact on the ponds to the west of Adams Road and the increased proximity to the Adams Road Bird and Wildlife reserve being of particular concern.
- 7.3.60 A final key point is around Adams Road not offering the space to provide 3m segregated cycleways alongside 7.3m highway and an adequate walkway to serve properties. Selecting Adams Road would likely mean that the Comberton Greenway

⁴ [C2C -End of Stage Report Sept 2017 Appendix N3](#), [**CD17-01**].

would need to provide a cycle route down to the Rifle Range track as an alternative route that avoided conflict with buses. However, many cyclists may still potentially choose to use Adams Road.

- 7.3.61 Further to this reassessment, it was recommended whilst the CAM was still CPCA policy that Adams Road, as the slightly better performing option with the reduction in harm to the Green Belt, would be the better route alignment for this segment of Phase 1. Once the CAM was cancelled, and in the light of some of the implications of Adams Road which emerged as that option was developed, it was concluded that the Rifle Range track remained the preferable option.

Waterworks Site

- 7.3.62 Following representation by CPPF, the alignment which bisected the Waterworks site was diverted to run just to the south-west of the site in order to avoid trees protected by a Tree Preservation Order (TPO).

Coton Orchard

- 7.3.63 An alternative route through Coton Orchard was proposed by the GCP in October 2022. This more northern alignment utilised a gap in the line of original Bramleys and thus avoided impacts on these older trees, as well as having an overall lessened ecological impact. However, this alignment would have had negative commercial and landscape impacts on CPPF land west of Cambridge Road and CPPF stated that they did not favour this alignment. Houston Crest stated that they rejected all routes and regarded this suggestion as a distraction. The more northerly alignment would also have entailed more significant earthworks and would have had a more significant visual impact. As a result, the more southerly route alignment was retained.

St Neots, Road Hardwick

- 7.3.64 The initial option selection at this location had, in part reflected the need to accommodate the proposals by the Mayor of Cambridgeshire and Peterborough for a largely segregated CAM.
- 7.3.65 There was strong local opposition to the removal of trees on St Neots Road to accommodate an off-line alignment for Phase 2. With the cancellation in 2021 of the CAM proposals, it was recognised that a compromise on-line solution could be adopted as the benefits of the segregated option, did not justify the impacts.
- 7.3.66 Consequently an on-line option was considered as an alternative with the use of a bus gate to restrict through traffic. The bus gate was also strongly opposed by Hardwick Parish Council and the options were further revisited. It was concluded that the benefits from the bus gate did not outweigh the impacts of the bus gate and so an on-line arrangement which uses traffic management to prioritise public transport movements but does not restrict access was adopted.
- 7.3.67 This section includes provision of an upgraded Non-Motorised User route along St Neots Road to reduce the delays to buses which interaction with cyclists on St Neots Road would cause.

Dry Drayton Link

- 7.3.68 Dry Drayton Parish Council has made strong representation to GCP with regards to access to the Park and Ride [CD2-REP-02]. Solutions to improve non-motorised access have been prepared but will be advanced outside the Scheme as it is felt that these extend beyond the TWAO powers.

Madingley Road

- 7.3.69 During Phase 1 optioneering and also the Independent Audit [CD8-27], the potential for interim improvements to Madingley Road was regularly identified [CD13-01]. Whilst provision of interim bus lanes was not felt to be viable given the limited space and the likelihood of these being rendered obsolete once the Scheme opened, the allocation of the limited available space to enhanced cycling facilities was considered to be beneficial given the significant and growing UoC activity in the West Cambridge area. These measures are also being advanced outside of the Scheme.

Cambridge Past Present and Future alternative

- 7.3.70 An alternative scheme has been promoted by CPPF and forms part of the objections raised by a number of objectors [CD2-OBJ-251]. This is discussed further in the section on objections but in essence the CPPF proposal is for an inbound bus lane, a more feasible variant of which was considered comprehensively in the OBC [CD1-20.01 to CD1-20.27] and failed to provide the segregation needed to ensure reliability or to provide outbound improvements which are likely to be needed in the future as congestion grows.

PREFERRED OPTION SCHEME

- 7.3.71 Although the initial BCR values showed that the best performing option was Option 2a - On-road junction improvements with Waterworks Park and Ride, all options BCRs were close to each other and are not considered significantly different to suggest a clear preference.
- 7.3.72 To fully consider the value for money the options would potentially deliver, to inform the optioneering exercise, and support the final decision on the best performing option, the incorporation of a WEI assessment was carried out. This assessment evaluated the WEI for an off-road compared to on-road option.
- 7.3.73 The WEIs are additional to the scheme transport user benefits. DfT guidance [CD8-31] defines WEIs as the impacts of transport interventions on welfare that are not captured by a conventional appraisal of transport user benefits. WEIs as set out in guidance include Level 2 impacts which reflect productivity benefits, labour supply impacts, and output changes in imperfect markets and Level 3 impacts associated with land use changes due to the Scheme including, for example, the indicative change in land value as a result of the Scheme enabling new housing development at Cambourne West and Bourn Airfield.
- 7.3.74 The WEI appraisal confirms that there are substantial WEI benefits to an off-road segregated route. Figure 12 of the Non-technical summary produced by Mott MacDonald in December 2019 [CD1-20.06, page 44] illustrates how an off-road option compares to an on-road option in delivering WEI at both a national and local level. Whilst the conventional benefits of the options is modest it is the Wider Economic Impact associated with the development unlocked by the off-road option which provides the majority of benefits and drives the case for investment. This is consistent with the original City Deal which always envisaged transport investment as a driver of economic growth whereas conventional transport economic appraisal focuses on the travel time savings against investment costs.
- 7.3.75 Taking into account the results of the multi criteria assessment, consultation feedback and the WEI assessment of an off-road versus on-road solution, Option 1b–Off-road segregated with Scotland Farm Park and Ride is the best performing Phase 2 option and therefore was recommended to be taken forward.
- 7.3.76 The Scheme preferred option is therefore Phase 1 option, Option 1b, off-road alignment with a Park and Ride at Scotland Farm combined with Phase 2, Option 1b

preferred option, an off-road segregated route from Cambourne, to produce the Scheme preferred option.

7.4 Reviews of Emerging Preferred Route

CPCA Reviews

- 7.4.1 Whilst work proceeded on the development of the OBC, the newly formed CPCA announced its aspirations for the CAM system, of which the Scheme would be an early phase.
- 7.4.2 During this period, CPCA challenged the Scheme proposals and whether they were appropriate or compatible with CAM. Subsequently Arup undertook a review of the Scheme proposals for the GCP and CPCA which confirmed that the proposals were compatible and that *“the process undertaken to date to determine the route is robust and the optimal solution for the corridor is confirmed”* [CD9-01, page 11].
- 7.4.3 An OBC was then drafted for approval by the Executive Board. However, before approval could be sought in 2020, the Scheme was paused again whilst CPCA asked for confirmation of compatibility of the Scheme with the CPCA Local Transport Plan sub-strategy for the CAM. In late 2020, in order to resolve the impasse, the Executive Board commissioned an independent audit of the Scheme.

The 2021 audit

- 7.4.4 The Scheme was audited in early 2021 [CD8-27], with the findings presented to the Executive Board on 1 July 2021. A number of alternative routes were examined in the audit, which challenged the key assumptions and constraints in leading to the selection of the preferred route for the Scheme and to the rejection of alternatives. It tested the robustness of those assumptions and constraints to see whether they remained appropriate. The audit conclusions included:
- 1) the Scheme should proceed to the next stage;
 - 2) the Scheme was aligned with national, regional and local policies on economy and transport;
 - 3) stakeholder engagement had been carried out in a robust manner; and
 - 4) the business case development followed the required methodology and reflected a robust approach.
- 7.4.5 The GCP was found to have complied with national guidance on how to balance local and national considerations. Overall, the audit confirmed that the key constraints and assumptions on which the business case were based remained valid. It also concluded that the environmental impact of the Scheme was mixed and that the assumptions used in the OBC appraisal needed to be investigated as part of an ES, which would form part of the next project stages.

7.5 Approval of the OBC

- 7.5.1 Following the audit, on 1st July 2021, the Executive Board agreed to approve the Preferred Route in the OBC [CD1-20.01 to CD1-20.27]. This established an off-road segregated route with a Scotland Farm park and ride as the single preferred Scheme option.
- 7.5.2 This was the Scheme taken forward for assessment in the ES, albeit that some further modifications were made as the outline design was refined and mitigation options considered.

8. SCHEME BENEFITS

8.1 Overview

- 8.1.1 In overview, the Scheme will deliver important local and national benefits. The benefits are mutually supportive. The transport benefits will unlock a series of additional social and economic benefits, particularly by addressing existing constraints on growth and by unlocking substantial housing and economic growth in Greater Cambridge.

8.2 Transport Benefits

- 8.2.1 The Scheme will deliver a high-quality, reliable public transport service connecting communities along the corridor together, with key employment sites and central Cambridge. The Scheme will directly address identified transport constraints on growth.
- 8.2.2 The Scheme will provide new bus service connectivity in the A428/A1303 corridor between Cambourne and central Cambridge, providing an assumed level of services to the following destinations:
- 1) Cambourne to Cambridge city centre express bus service of 6 buses per hour;
 - 2) Cambourne to Biomedical Campus service of 2 buses per hour; and
 - 3) Scotland Farm (A428 Park and Ride site) to Biomedical Campus service of 2 buses per hour in the peak period.
- 8.2.3 In addition, the West Cambridge interchange will offer the Scheme passengers with connections to other bus services for travel to Cambridge North Station and the Cambridge Science Park.
- 8.2.4 The new Scheme bus services will provide a reduction in bus journey times and increase bus patronage as set out in the Outline Business Case Addendum **[CD1-21.01 to CD1-21.04]**. In particular:
- 1) The Scheme will provide commuters travelling the full length of the busway from Cambourne West to the city centre (Grange Road) with an average end-to-end journey time in the morning peak of 17 minutes compared with 33 minutes without the Scheme **[CD1-21.02, section 4.3, Table 4-4, page 10]**.
 - 2) The Scheme will therefore provide a reduction of 50% in journey time for Cambourne West commuters travelling to Cambridge city centre during the morning peak.
 - 3) Over 10,000 passengers a day are forecast to use the Scheme, of which nearly 9,000 will be making new bus trips **[CD1-21.02, paragraph 4.3.3, page 10]**.
 - 4) The Scheme will increase bus travel mode share from 4% to 6% east of Scotland Farm Park and Ride and encourage active travel use resulting in decongestion of the road network in the corridor **[CD1-20.23, section 2.1, Table 2, page 8]**.
 - 5) Bus service reliability will be significantly improved as the segregated busway will largely separate the Scheme bus services from general road traffic congestion and delays.
- 8.2.5 There will also be a benefit due to the wider integration of the Scheme as part of the high-quality public transport connections for Cambridge **[CD6-09, page 27]** and in the longer term with Stage 3 of EWR (although EWR Stage 3 is not yet defined or

programmed). This high quality public transport (**HQPT**) network will be an enabler of economic growth by unlocking housing development and improving productivity through enhanced transport connectivity.

- 8.2.6 The Scheme will additionally be attractive for both existing and new active mode users as the emergency and maintenance access track which will run for most of the length of the guided busway will provide full access for pedestrians and cyclists. This active mode high-quality segregated facility is forecast to increase the number of cyclists on sections of the Scheme route resulting in significant physical activity (health) benefits [CD1-21.02, section 4.4, Table 4-10, page 13-14].
- 8.2.7 The value for the busway's transport benefits is estimated to be nearly £50m⁵ as a result of journey time savings for users of the Scheme and the road decongestion benefits due to the removal of vehicles on the road resulting from mode switch to the Scheme [CD1-21.02, section 4.4, Table 4-10, page 13-14].

8.3 Economic Benefits⁶

- 8.3.1 The Scheme will support the continued economic growth of Cambridge by unlocking land for housing, improving connectivity between residential and employment areas and reducing congestion and making better use of limited road space by prioritising sustainable transport.
- 8.3.2 The Scheme will unlock the delivery of a total of 2,350 new homes [CD1-21.02, section 4.4, Table 4-14, page 18] at Cambourne West and 3,500 new homes at Bourn Airfield. As well as being a significant social benefit, as explained below. This will generate a land value uplift (**LVU**)⁷ from the change in land use and associated more productive use. The LVU is worth over £222m [CD1-21.02, section 4.4, Table 4-17, page 23] across both sites. There is potentially a further £116m of LVU benefit from an Emerging Plan proposal for an additional 2,000 new homes in the Cambourne area resulting in £338m of LVU [CD1-21.02, section 4.4, Table 4-18, page 24].
- 8.3.3 The Scheme will also support the local economy as follows:
- (a) Productivity growth through agglomeration benefits bringing people and jobs closer together
 - (b) Better access to skilled employment opportunities across Cambridge, including the Biomedical Campus will attract inactive people back to the workforce
 - (c) Businesses will be able to increase investment locally due to reduced business travel costs which will increase productivity.
- 8.3.4 These impacts result from the transport improvements and will provide nearly £3m of benefits [CD1-21.02, section 4.4, Table 4-11, page 14] for the Cambridge economy.
- 8.3.5 Assessment of the impacts on the regional Greater Cambridge economy suggests around £100m [CD1-20.26, section 7.3, page 41] per year of Gross Value Added (**GVA**) as a result of the Scheme's effect on new employment and the associated GVA.

⁵ Transport benefit of £50m is in 2010 values and prices and for a 60-year appraisal period consistent with DfT guidance using information from the Cambridge Sub-Regional Model (CSRM).

⁶ Economic benefits are shown in 2010 values and prices and for a 60-year appraisal period consistent with DfT guidance [CD1-20.02, section 7.3, page 38].

⁷ Land value uplift is defined in the DfT TAG Unit A2.1: "Land value uplift measures the difference between the price of land in its new and former uses and represents the private gain to landowners. It provides a convenient way of estimating the economic value of a development which is dependent on a transport intervention. It should only ever be used in the appraisals of dependent developments."

8.4 Social Benefits

Social/Affordable Housing

- 8.4.1 The Scheme will unlock the delivery of a total of 2,350 new homes [**CD1-21.02, section 4.4, Table 4-14, page 18**] at Cambourne West and 3,500 new homes at Bourn Airfield. As part of the planning approvals, social/affordable housing will comprise 30% of the new homes at Cambourne West and 40% of the new homes at Bourn Airfield. Thus, the Scheme will enable all the planned new homes to be fully delivered including the social/affordable housing [**CD1-21.02, section 4.4, Table 4-14, page 18**]. The Emerging Plan has a proposal for an additional 2,000 new homes in the Cambourne area which are likely to include further social / affordable housing.

Improved Journey Ambience

- 8.4.2 The attractiveness of the busway and active travel facilities will benefit existing cyclists and encourage modal shift from car due to the improved journey ambience resulting in increased physical activity and improved health of residents. These scheme journey ambience improvements will provide £20.8m of monetised social benefits [**CD1-21.02, section 4.4, Table 4-10, page 13**].

Better Access to Public Transport

- 8.4.3 The Scheme will also provide better access to public transport and hence access to services and activities. Public transport accessibility will be improved, particularly for residents of the wider A428 / A1303 transport corridor with access to a car, who with the Scotland Farm Park and Ride facility, will have good access to the Scheme bus services.

Enhanced Availability of Public Transport

- 8.4.4 Over 40,000 existing households will have good accessibility to the Scheme. Although all these residents may not choose to use the Scheme on a regular basis, they will value having access to the Scheme for times when they may need it, for example when their car is unavailable. The number of households that will benefit from access to the Scheme will increase with the developments at Cambourne West, Bourn Airfield and Hardwick, which will total more than 6,000 new homes [**CD1-21.02, paragraph 4.4.77, page 30**].

Enhanced Journey Experience

- 8.4.5 The busway will provide an enhanced journey experience as users of the Scheme will benefit from the new facilities and an improved travelling environment including the facility to interchange seamlessly at the Scotland Farm park-and-ride. By encouraging mode shift the park-and-ride facility will reduce traffic congestion into central Cambridge and improve wellbeing as previous car users will avoid the stress of searching for limited car parking space in central Cambridge.

Social Group Impacts

- 8.4.6 The assessment of Scheme social impacts [**CD1-20.17Appendix K [CD1-20.17], pages 39-41**] shows that there are positive impacts for the social groups considered. These include to the north of the centre of Cambourne where there is an area of localised deprivation, which with the Scheme implemented will have improved access to jobs and amenities. At the eastern end of the corridor, the Scheme will provide social benefits by providing improved access to quality public transport for a largely student population with limited access to a car.

8.5 Environmental Benefits

- 8.5.1 There will be environmental benefits **[CD1-09, section 14]** for air pollution during operation (from NO₂ and particulates) as a result of the introduction of low and zero emission public transport services and mode shift from private cars to sustainable transport. This will benefit local air quality in both the corridor and in the Cambridge City Centre Air Quality Management Area.
- 8.5.2 Mode shift is also estimated to reduce Greenhouse Gas emissions by around 36,000 tonnes of CO₂ equivalent (denoted as tCO₂e) **[CD1-09, section 18]**.
- 8.5.3 East of the M11, the City Wildlife site is designated as open space, however it is of very low quality currently. While some of it will be displaced by the Scheme overbridge, replacement open space will be provided on land west of the M11, which will be larger and of superior quality, representing a beneficial impact **[CD1-09, section 14]**.
- 8.5.4 As part of the delivery of the Scheme there will be biodiversity net gain (BNG) **[CD1-09, section 20]**. This will be focused on the creation of hedgerow and woodland habitats as part of the Scheme, as well as offsite habitat creation, including new mixed deciduous woodland, traditional orchard and hedgerows. At a minimum there will be 10% BNG, with the aim of achieving 20%.

8.6 Benefits Realisation

- 8.6.1 The realisation of these benefits will ensure the Scheme achieves its three principal objectives (as set out in Section 6.2 above) which are themselves aligned with the overarching goals of the City Deal **[CD7-02]**.

Scheme Objective	Scheme Benefit
Improve accessibility to the region of Greater Cambridge to support economic growth	The Scheme's guided busway and active travel infrastructure, by improving accessibility, will unlock opportunities for housing development. The role of the Scheme in enabling these developments will result in an improvement in productivity through agglomeration benefits and better labour market access.
Connect Cambourne to Cambridge along the A428/A1303 transport corridor by delivering a sustainable transport network/ system	The Scheme will contribute to Cambridge's aims for a sustainable transport network by improving bus connectivity and reducing peak congestion issues along the A428 / A1303 corridor through faster, more reliable journeys for users travelling via the busway.
Contribute to enhancing the quality of life by relieving congestion and improve air quality within the areas surrounding the A428 /A1303 corridor and within Cambridge City.	<p>Car trips on A1303 Madingley Road towards central Cambridge are forecast to increase between 2019 and 2041 by:</p> <ul style="list-style-type: none"> • 18% in the AM Peak hour • 103% in the Inter-peak period, and • 25% in the PM Peak period [CD1-25.07]. <p>The Scheme will reduce peak time congestion in the A428 / A1303 corridor by providing a high-quality public transport system offering</p>

	journey time benefits, prioritising sustainable transport, and encouraging mode shift from car to the Scheme services and active mode facilities, thereby reducing traffic levels on the road network.
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9. THE SCHEME POLICY CONTEXT

9.1 PART 1 – Principle of development

- 9.1.1 The following adopted local planning policies support the development of a public transport route between Cambourne and Cambridge City. A full list of all relevant and applicable planning policies has been provided at Appendix 4 to this Statement.
- 9.1.2 In terms of the South Cambridgeshire local area, Policy SS/7 "New Village at Bourn Airfield" of the South Cambridgeshire Local Plan 2018 **[CD6-02, pages 84-90]** commits to the development of 3,500 dwellings at Bourn Airfield that must be founded on a comprehensive movement network that includes significant improvements in public transport. Part 8 (a) of the policy "Creation of a comprehensive movement network" sets out that the public transport improvements should include the following:
- "i. Provision of a segregated bus link from Cambourne to Bourn Airfield new village across the Broadway, and on through the development to the junction of the St Neots Road with Highfields Road.*
- ii. Any measures necessary to ensure that a bus journey between Caldecote / Highfields and the junction of the A428 and the A1303 is direct and unaffected by any congestion suffered by general traffic.*
- iii. Provision of high-quality bus priority measures or busway on or parallel to the A1303 between its junction with the A428 and Queens Road, Cambridge;" [CD6-02, page 86].*
- 9.1.3 The development of a public transport route at this location is considered to meet the requirements of part 8 (a) (i) of policy SS/7 (detailed above) by providing a segregated bus link from Cambourne to the junction of St Neots Road and Highfields Road.
- 9.1.4 In addition, the provision of a guided busway parallel to the A1303 to the junction with Grange Road and onwards journeys via the local bus network will offer access to the Queens Road and the city centre in line with part 8 (a) (iii) of policy SS/7 (also detailed at 9.1.2 above).
- 9.1.5 Policy SS/8 "Cambourne West" of the South Cambridgeshire Local Plan 2018 **[CD6-02, pages 90-95]** commits to the development of 1,200 dwellings at Cambourne West, subject to addressing the additional travel demands that will be generated by the allocation. Part 12 of the policy sets out that the Cambourne West development will need to secure the infrastructure described in subsections "a" and "b" to be acceptable:
- "a. Any measures necessary to ensure that a bus journey between Cambourne West and the junction of the A428 and the A1303 is direct and unaffected by any congestion suffered by general traffic.*
- b. High quality segregated bus priority measures on the A1303 between its junction with the A428 and Queens Road, Cambridge;" [CD6-02, page 92].*
- 9.1.6 The development of a public transport route at this location is considered to meet the requirements of Part 12 (a) of Policy SS/8 (detailed at 9.5.1 above) as it will allow for bus journeys between the Cambourne West development and Cambridge City with

benefits in terms of reduced congestion because the majority of the route is a segregated guided busway.

- 9.1.7 Part 8 a.(iii) of Policy SS/7 and Part 12 of Policy SS/8 of the South Cambridgeshire Local Plan 2018 **[CD6-02, pages 86 and 92]** promote "bus priority measures" at defined locations. As part of the development of the Scheme, proposals for on-road options including bus priority measures have been considered though the development of the OBC **[CD1-20.01 to CD1-20.27]**. Chapter 4 of the ES Main Report (Evolution of the Scheme) **[CD1-10.01, pages 38-58]** sets out the alternatives considered as part of this process. As already explained, the Scheme represents the best option from that optioneering process, including a full consideration of an on-road option.
- 9.1.8 Policy 80 of the Cambridge Local Plan 2018 (Supporting sustainable access to development) **[CD6-01, pages 236-240]** supports development that prioritises access by walking, cycling and public transport as well as supporting the safeguarding and funding of proposed routes for public transport identified in CCC's TSCSC (2014) **[CD7-07]**. Item (a) of Policy 80 of the Cambridge Local Plan 2018 states that:
- "This will be achieved by ensuring major developments on the edge of the city and in the urban extensions are supported by high quality public transport linking them to Cambridge's city centre and major centres of employment. The public transport links should be within walking and cycling travel distance of the development."* **[CD6-03, page 236]**.
- 9.1.9 The Scheme will ensure that major developments such as the West Cambridge Area of Major Change (allocation M13 in the Cambridge Local Plan 2018 **[CD6-01, page 75]** and planning ref: 16/1134/OUT - West Cambridge **[CD4-05]**) will be supported by a HQPT route with links to walking and cycling routes provided as part of the proposed emergency and maintenance access track.
- 9.1.10 The TSCSC dated March 2014 **[CD7-07]** identifies a need for improvements to transport infrastructure to mitigate impacts from West Cambourne and Bourn Airfield and states that a busway between west Cambourne and the junction of the A1303/A428 is expected to address this. The principle of the Scheme connecting Cambourne and Cambridge aligns with this strategy and is also indirectly supported by Policy 80 of the Cambridge Local Plan 2018 **[CD6-01]** which refers to safeguarding and funding proposed routes for public transport identified in CCC's 2014 Transport Strategy **[CD7-07]**. The Scheme will also help to secure the aims of Policy 8 "Setting of the City" of the Cambridge Local Plan 2018 **[CD6-01, pages 44-48]** as it supports major developments on the edge of the city and around the urban extensions are supported by HQPT linking them to Cambridge's city centre and major centres of employment.
- 9.1.11 It follows that the principle of development is established for the Scheme and the Scheme is in accordance with the expectations of adopted development plan policy at a strategic level.
- 9.1.12 The following sections focus on how the Scheme also aligns with specific aspects of the policies outlined in section 9.1 above.

9.2 Bourn Airfield and Bourn Quarter

- 9.2.1 Between Broadway and St Neots Road, the Scheme will pass through the former Bourn Airfield site, which has the potential to deliver approximately 3,500 new dwellings in line with planning policy as set out in the 2019 Bourn Airfield New Village: A Spatial Framework and Infrastructure Delivery Plan SPD (**2019 SPD**) **[CD7-15]** and the 2018 application for Outline Planning Permission (planning ref: S/3440/18/OL) **[decision details at CD4-04 and outline planning permission at CD4-06]**.

- 9.2.2 The 2019 SPD states that the new village at Bourn Airfield should incorporate a HQPT route as a segregated system at this location and "will provide two stops to the new village" [CD7-15, page 3].
- 9.2.3 Figure 22 (Infrastructure Delivery Plan) of the 2019 SPD [CD7-15] shows the infrastructure required in order to support the delivery and mitigate the impacts of the new village, to achieve the vision and development objectives and to meet relevant existing and future needs.
- 9.2.4 The Emerging Plan [CD6-04] includes carrying forward the existing 2019 SPD for the Bourn Airfield site.
- 9.2.5 The committee report for the Bourn Airfield new village planning application (reference: S/3440/18/OL), prepared by the Joint Director of Planning and Economic Development Planning Committee was presented at the SCDC Planning Committee on 19 February 2021. The report states that:
- "The development will require a strategic transport intervention, the C2C or equivalent strategic scheme... The development may only proceed beyond the hold at 500 dwellings if one of two scenarios are met – either with development proceeding once the strategic transport intervention has been delivered, or a new transport assessment is prepared by the developer for the development of a subsequent interim phase. This will be supported by a financial contribution to the strategic transport solution of £20 million"* [CD4-04.17, page 6].
- 9.2.6 This requirement was secured by way of planning condition (Condition 13) of permission S/3440/18/OL [CD4-06, page 5].

9.3 West Cambridge

- 9.3.1 The West Cambridge Area of Major Change is subject to change as a result of the UoC being granted outline planning permission on 21 June 2024 for predominantly academic and commercial floor space (planning ref: 16/1134/OUT [CD4-05]). This permission will provide a major expanded employment facility that the Scheme will serve.
- 9.3.2 The proposed West Cambridge Area of Major Change allocation in the Emerging Plan [CD6-04] will carry forward the allocation of the West Cambridge site from the 2018 Cambridge Local Plan [CD6-01].
- 9.3.3 The Emerging Plan [CD6-04] indicates policy refinements to emphasise that future development of the site should seek a comprehensive approach to the area. The Emerging Plan [CD6-04] also notes that the development should include provision of high-quality walking and cycling connections, and maximise the opportunity provided by public transport improvements such as those proposed as part of the Scheme.
- 9.3.4 The Officer's report (29 July 2021) [CD12-01] recommended the outline planning permission should be approved. At the City Council Planning Committee 29 July 2021, the Committee unanimously resolved to grant the application for outline planning permission in accordance with the Officer recommendation, subject to the prior completion of a Section 106 Agreement under the TCPA 1990 and the planning conditions set out in the Officer's report suggested amendments to the same. The updated Officer's Report of 20 June 2024 [CD12-02] subsequently recommended approval complying with emerging and local plan policies and a s106 agreement has been executed which provides for a safeguarded route for the Scheme through the West Cambridge site.
- 9.3.5 The Scheme will link the above major developments and other smaller developments along the route supporting economic development in the wider region by unlocking the

full development potential of the sites through the provision of new sustainable transport infrastructure.

9.4 North-West Cambridge

- 9.4.1 The 150-hectare North-West Cambridge development was granted outline planning consent in 2013 for 1,500 homes for UoC and College key workers, 1,500 homes for sale, accommodation for 2,000 post-graduate students, 100,000m² of research facilities (including 40,000m² for research institutes and private research facilities linked to the UoC), and a wide range of community facilities. At the development, now known as Eddington, by March 2020 858 dwellings were complete (including 686 affordable dwellings), along with 325 student rooms.
- 9.4.2 The Emerging Plan [CD6-04] will enable the development of additional dwellings on the site beyond the current plans. This will be achieved by changes to the dwelling mix and appropriate intensification of development areas still to be built. Following a detailed review of the site-wide masterplan, an addition of 1,000 to 1,500 homes is anticipated.
- 9.4.3 The further increase in homes will create additional travel demand along the Scheme corridor. Given the dwelling units are affordable and include significant accommodation aimed at students, it is anticipated that many of the future residents are likely to use public transport and will be active travel users.

9.5 Emerging Local Policy

- 9.5.1 The proposed Scheme is also aligned with emerging local planning policy.
- 9.5.2 The City Council and SCDC are working together to create a joint Local Plan for the two areas, which they are referring to as 'Greater Cambridge'. The Greater Cambridge Local Plan will seek to ensure that there is a consistent approach to planning and building across both areas up to 2041.
- 9.5.3 The following sections and policies in the Emerging Plan [CD6-04] are considered relevant to the principle of the proposed Scheme:
 - (a) Policy S/JH: New Jobs and Homes [CD6-04, pages 24-28] sets out the level of needs in Greater Cambridge that development will meet over the plan period for jobs and homes.
 - (b) The Emerging Plan allocates significant additional growth at Cambourne on top of the current planned growth at West Cambridge and Bourn, which places further emphasis on the development of the Scheme to support this growth.
 - (c) The Emerging Plan places a strong emphasis on the further development of the "University Innovation District" at West Cambridge/Eddington (Policy S/WC: West Cambridge [CD6-04, pages 91-93]). Similar emphasis is set out in Policy 19: "West Cambridge Area of Major Change" of the Cambridge Local Plan (Site M13) [CD6-01, pages 80-85]. Site M13 is located on the Scheme route.
 - (d) The Scheme is specifically referred to in the Emerging Plan Policy S/WC: West Cambridge which states that it should "maximise the opportunity provided by the public transport improvements such as the proposed Greater Cambridge Partnership Cambourne to Cambridge Scheme" [CD6-04, page 92].
 - (e) Policy S/CB: Cambourne states that it provides an opportunity to see how further development at Cambourne (as designated by the Emerging Plan) could make the most of EWR and the Scheme [CD6-04, page 99].

9.6 National policy

- 9.6.1 The principle of the development of the Scheme is also supported by national policy, in particular:
- (a) The Scheme directly responds to the City Deal **[CD7-02]**, as already explained, so as to deliver the objectives of this agreement with central government.
 - (b) The Scheme is aligned with the Case for Cambridge **[CD7-01]**, as promulgated by the previous government, and as affirmed by the current government.
 - (c) The Scheme delivers a sustainable development which accords with all three dimensions of national policy in the National Planning Policy Framework (**NPPF**) **[CD8-01]**.⁸ In particular:
 - (i) The Scheme is a well-designed transport solution which accords with NPPF paragraph 109 **[CD8-01, page 31]**; the Scheme actively manages patterns of growth in a sustainable manner in accordance with NPPF paragraph 110 **[CD8-01, page 31]**; the Scheme prioritises sustainable transport modes in accordance with NPPF paragraph 115 (a) **[CD8-01, page 33]**; the impacts of the Scheme are acceptable by reference to NPPF paragraphs 116 – 118 **[CD8-01, page 33]**.
 - (ii) The Scheme assists in delivering a strong and competitive economy in accordance with NPPF paragraphs 85 and 87 **[CD8-01, page 24]**. In particular, the Scheme helps to create the conditions in which business can invest, expand and adapt in Greater Cambridge; takes account of both local business needs and wider opportunities for development; responds to the strengths of Greater Cambridge; supports an area in which Britain is and can remain a global leader in driving innovation; and makes provision for an existing, world-leading cluster of innovation.
 - (iii) The Scheme supports the objective of significantly boosting the supply of homes, including affordable homes, in accordance with NPPF Chapter 5.

9.7 PART 2 – Specific components of the Scheme

- 9.7.1 The following sections consider the acceptability of particular components within the Scheme.

9.8 Travel Hub at Scotland Farm

- 9.8.1 Paragraph 110 of the NPPF **[CD8-01, page 31]** states that the planning system should actively manage patterns of growth to promote the objectives of sustainable modes of transport. It goes on to state that by doing this it can help to reduce congestion and emissions, which would improve air quality and public health.
- 9.8.2 It is considered that the Travel Hub accords with this policy as it will reduce general traffic levels and congestion along the A428/A1303 transport corridor by encouraging trips headed for the city centre to transfer to another mode of transport, maximising the potential for journeys to be undertaken by sustainable modes of transport including the guided busway and the improved pedestrian and cycling facilities provided by the emergency and maintenance access track.
- 9.8.3 Within this context, paragraph 117 of the NPPF **[CD8-01, page 33]** states that applications for development should:

⁸ Unless otherwise stated, all references to the NPPF in this Section of this Statement relate to the NPPF (December 2024) **[CD8-01]**.

- a) *"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations".*

- 9.8.4 In relation to item (a) of NPPF paragraph 117, relating to pedestrian and cycle movements, the emergency and maintenance access track proposed as part of the Scheme will allow for such movements along the entire route with car parking and cycle storage proposed as part of the Travel Hub, allowing movements to and from the Travel Hub by pedestrians (either walking or via bus) or via a cycle route linking the towns, villages and major development sites along the route.
- 9.8.5 In relation to item (b) of NPPF paragraph 117, the design of the Travel Hub provides a permanent location for car parking and bus provision, but also will provide toilet facilities, cycle storage and waiting areas. The final design and layouts of the Travel Hub are subject to further development and will be submitted to the SCDC for approval as part of the planning conditions attached to the Request for Deemed Planning Permission **[CD1-14, pages 7-23]**. However inclusive design principles will ensure that these facilities are suitable for disabled users. An Equality Impact Assessment (**EqlA**) **[CD1-11.04, pages 38-58]** accompanies the Application as part of the ES to demonstrate compliance with the Equality Act 2010 **[CD5-13]**. The EqlA concludes that low level negative impacts may be experienced during construction for young people and their carer's and for disabled people due to construction activities and disruption. However, during operation the Scheme is likely to result in medium level positive impacts for disabled users due to improved connectivity.
- 9.8.6 In relation to item (c) of NPPF paragraph 117, the current proposed layout of the Travel Hub includes a shared use path access provided at the main entrance on Scotland Road and an access to the blue bridge footbridge over the A428 minimising the scope for conflicts between pedestrians, cyclists and vehicles and allowing onward access to pedestrian and cycling routes.
- 9.8.7 In relation to item (e) of NPPF paragraph 117, it is proposed to provide facilities to enable electric vehicle charging within the Travel Hub with the final number and layout submitted to relevant local planning authority. A planning condition to this effect is included as part of the Request for Deemed Planning Permission **[CD1-14, pages 19-20]** that accompanies the draft Order.
- 9.8.8 In terms of local planning policy, the Travel Hub is supported by Policy SS/7 "New Village at Bourn Airfield" of the South Cambridgeshire Local Plan **[CD6-02, pages 84-90]**. Part 8 (a) i-iii supports the development of a proposed busway for buses connecting Cambourne and Cambridge including any measures necessary to ensure that a bus journey between Caldecote / Highfields and the junction of the A428 and the A1303 is direct and unaffected by any congestion suffered by general traffic **[CD6-02, page 86]**.

- 9.8.9 The objectives of the Scheme include delivering a sustainable transport network that connects areas between Cambourne and Cambridge along the A428 / A1303 and enhancing quality of life by reducing congestion and improving air quality within the surrounding areas along the A428 / A1303 and within Cambridge City centre.
- 9.8.10 The optioneering process as part of the OBC [CD1-20.07 to CD1-20.09] considered a Park and Ride essential to the business case as well as being essential for improving public transport infrastructure along the A428 corridor, reducing congestion in the Cambridgeshire area and facilitating the high levels of population and employment growth occurring within Cambridge and Cambridgeshire. Scotland Farm was confirmed as the Park and Ride site as part of the preferred route alignment stage of the OBC assessment.
- 9.8.11 In order for a Park and Ride to be successful, certain design features must be incorporated to maximise the opportunity to facilitate a modal shift to sustainable transport in the area. These design features include sufficient parking for cars (2,000 spaces) the bus pick up and drop off point, coach parking, waiting room and welfare facilities, secure cycle parking and recharging points for electric powered vehicles.
- 9.8.12 Taking into account the objectives of the Scheme and the business case considerations, the Travel Hub forms part of and is ancillary to the guided busway and will assist in decongesting the wider transport network. The Travel Hub also forms part of and is ancillary to the bus route included in Part 8 (a) of Policy SS/7: New Village at Bourn Airfield of the South Cambridgeshire Local Plan 2018 [CD6-02, page 86].
- 9.8.13 In a similar manner, Part 12 of Policy SS/8 (Cambourne West) of the South Cambridgeshire Local Plan 2018, echoes Part 8 of Policy SS/7 [CD6-02, page 86] calling for "Any measures necessary to ensure that a bus journey between Cambourne West and the junction of the A428 and the A1303 is direct and unaffected by any congestion suffered by general traffic" [CD6-02, page 92] as part of an overall requirement for a bus link between Cambourne and Cambridge.
- 9.8.14 Accordingly, for the reasons set out above, the provision of the Travel Hub is part of and is ancillary to the guided busway and so forms part of and is ancillary to the bus route in Policies SS7 and SS8 of the South Cambridgeshire Local Plan 2018 [CD6-02, pages 84-95].

9.9 Emergency and Maintenance Access Track

- 9.9.1 Paragraph 96 of the NPPF states that "Planning policies and decisions should aim to achieve healthy, inclusive and safe places... for example through the use of beautiful, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas" [CD8-01, page 28].
- 9.9.2 Paragraph 117 of the NPPF states that development should "give priority first to pedestrian and cycle movements, both within the Scheme and with neighbouring areas; and second – so far as possible – to facilitating access to HQPT, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use" [CD8-01, page 33].
- 9.9.3 The emergency and maintenance access track that runs for the majority of the route will be accessible for cycling and walking with additional equestrian use along part of the route. It will link the existing villages and towns along the route (Cambourne, Hardwick, Coton) to Cambridge City and will provide an enhanced cycle and pedestrian network facilitating access to a high quality public transport route (the proposed Scheme) at the proposed Public Transport Stops and at the Travel Hub. This element of the Scheme is therefore considered to accord with both paragraphs 96 and 117 of the NPPF [CD8-01, pages 28 and 33].

- 9.9.4 In terms of local planning policy in the South Cambridgeshire area, the emergency and maintenance access track, accessible for cycling and pedestrian uses is supported by the following policies.
- 9.9.5 Part 8 (b) ii of Policy SS/7 "New Village at Bourn Airfield" of the South Cambridgeshire Local Plan 2018 [CD6-02, page 86] details that public transport improvements required to support the development allocated at Bourn Airfield should include the following:
- "ii. Provision of a direct, segregated high quality pedestrian and cycle links to west Cambridge, Cambourne, Caldecote / Highfields, Hardwick and Bourn"*
- 9.9.6 The emergency and maintenance access track will be accessible for cycling and walking for the full length of the proposed route and is therefore considered to accord with this policy.
- 9.9.7 Part 12 (c) of Policy SS/8 "Cambourne West" of the South Cambridgeshire Local Plan 2018 [CD6-02, page 92] details that the Cambourne West development will need to secure the following infrastructure to be acceptable:
- "c. Direct, segregated high quality pedestrian and cycle links to west Cambridge, Papworth Everard, Caxton and Bourn"*
- 9.9.8 Again, the track would run for the full length of the proposed route and would be available for use by cyclists and pedestrians, and is considered to accord with Part 12 (c) of Policy SS/8 of the South Cambridgeshire Local Plan 2018 [CD6-02, page 92], specifically for the pedestrian and cycle links to West Cambridge and Bourn.
- 9.9.9 In terms of the Cambridge Local Plan 2018, Policy 80 "Supporting sustainable access to development" [CD6-01, pages 236-240] supports development that prioritises access by walking, cycling and public transport and supports the safeguarding and funding of proposed routes for public transport identified in CCC's TSCSC 2014 [CD7-07].
- 9.9.10 The TSCSC (2014) [CD7-07] identifies a need for improvements to transport infrastructure to mitigate impacts from West Cambourne and Bourn Airfield and details that a busway alongside "direct, segregated high quality pedestrian/cycle links to West Cambridge, Papworth Everard, Highfields, Hardwick, Caxton, Bourn, Caldecote, Comberton, Bar Hill and Dry Drayton" are expected to address this under policy TSCSC 21 [CD7-07, page]. Accordingly, the principle of the proposed service track that would be accessible for cycling and walking between Cambourne and Cambridge is indirectly supported by the Cambridge Local Plan policy 80 [CD6-01, pages 236-240] via its reference to safeguarding and funding proposed routes for public transport identified in CCC's TSCSC (2014) [CD7-07].

9.10 PART 3 – The impacts of the Scheme

The following sections explain the acceptability of the Scheme's impacts.

9.11 Impacts on the Green Belt

- 9.11.1 An assessment of the Scheme's impact on the designated Green Belt is provided in greater detail in the Green Belt Assessment [CD1-18].
- 9.11.2 Running from east to west, the route begins at Grange Road on the edge of Cambridge City where it runs through the designated Green Belt along the existing Rifle Range track in a westerly direction.
- 9.11.3 The route continues through the designated Green Belt northwards along the western boundary of the UoC Sports Centre. The route then turns west and runs along the

southern boundary of the West Cambridge Development area (M13 allocation in the Cambridgeshire Local Plan 2018) [CD6-01, pages 80-85].

- 9.11.4 The route then leaves the designated Green Belt and enters the West Cambridge Development area until a point east of the M11. This section of route and the West Cambridge Development area are not located within the designated Green Belt.
- 9.11.5 From here the route then re-enters the designated Green Belt, crossing the M11 westwards via a proposed overbridge. At this location the route leaves the City Council administrative area and enters the SCDC administrative area.
- 9.11.6 West of the M11, the route continues through the designated Green Belt to the east and then to the north of the village of Coton.
- 9.11.7 The section of the route including the proposed Scotland Farm Travel Hub and the section running from the junction of St Neots Road and Cambridge Road to the west of Coton village are both located within the designated Green Belt.
- 9.11.8 Running from east to west, the section of the route from the proposed Scotland Farm Travel Hub to Cambourne is not located within the designated Green Belt.
- 9.11.9 Paragraph 153 of the NPPF states that "Inappropriate development" is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
- 9.11.10 It is important to consider if the Scheme would constitute "inappropriate development" within the Green Belt, and whether very special circumstances would be required for the Scheme.
- 9.11.11 Paragraph 153 of the NPPF states that "When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt, including harm to its openness. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations."
- 9.11.12 However, paragraph 154 (h) (iii) of the NPPF [CD8-01, page 45] states that local transport infrastructure which can demonstrate a requirement for a Green Belt location will not be inappropriate development provided that it preserves the openness of the Green belt and does not conflict with the purposes of including land within it.
- 9.11.13 Although the Scheme is local transport infrastructure which can demonstrate a requirement for a Green Belt location, the Applicant accepts that it does not fall within paragraph 154(h)(iii) of the NPPF [CD8-01, page 45] because there is some limited (if not very limited) harm to the openness of the Green Belt and the purposes of including land within it. Similarly, the Scheme is not considered to be wholly within Grey Belt land. Therefore paragraph 155 of the NPPF [CD8-01, pages 45-46] is not relied upon by the Applicant and it is accepted that the Scheme should be treated as "inappropriate development" for the purposes of the NPPF. It is therefore necessary to consider whether "very special circumstances" exist to support the Scheme.
- 9.11.14 Paragraph 153 of the NPPF states the following in relation to harm to the Green Belt:

"When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt, including harm to its openness. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of

inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations" [CD8-01, page 44].

- 9.11.15 There are a set of circumstances that when considered together combine to create very special circumstances in the balancing exercise required by paragraph 153 of the NPPF and the details of these are listed in full in the Planning Statement [CD1-15, pages 156-159]:
- (a) Compelling need for the Scheme;
 - (b) Lack of alternative options;
 - (c) Economic benefits of the Scheme;
 - (d) Social benefits of the Scheme;
 - (e) Environmental benefits of the Scheme; and
 - (f) Transport benefits of the Scheme.

9.12 Traffic And Transport Impacts

- 9.12.1 Paragraph 118 of the NPPF states that *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored"* [CD8-01, page 33].
- 9.12.2 The Application is accompanied by a Transport Assessment [CD1-25.01] in line with paragraph 118 of the NPPF. This sets out the baseline transport conditions within a defined study area including:
- (a) travel patterns within the study area and journey to work data from the 2011 Census analysis;
 - (b) the existing active travel network (cycling and walking);
 - (c) the existing pedestrian network;
 - (d) the existing public transport network; and
 - (e) the existing highway network
- 9.12.3 The Transport Assessment [CD1-25.01, page 6] concludes that the operational phase of the Scheme will enable rapid and frequent bus services to serve the new development sites coming forward to the west of Cambridge. It will provide a direct bus route between Cambourne and Cambridge – stopping at the UoC's West Cambridge site en route – which will encourage future occupants to travel by bus and reduce reliance on the private car.
- 9.12.4 The guided busway will pass to the north of the villages of Hardwick and Coton. Residents from those villages will be able to take advantage of the guided busway and travel directly into Cambridge, and other destinations such as West Cambridge, by walking, cycling or by bus.
- 9.12.5 The Transport Assessment [CD1-25.01, page 6] concludes that the Travel Hub will intercept car trips on the A428 which would otherwise continue into Cambridge. Changing travel mode from car to the bus should enable car drivers to avoid congestion on the A1303 nearer to Cambridge and result in overall shorter journey times.

- 9.12.6 By intercepting car trips on the A428, the new Travel Hub will free up capacity at the existing Madingley Road park and ride side.
- 9.12.7 The summary of traffic and transport effects resulting from the construction and operational phases of the Scheme are presented within Table TR12-9-1 and Table TR12-9-2 of Technical Report 12 (Traffic and Transport) **[CD1-11.12, pages 55-56]** of the accompanying ES **Main Report**. As detailed within Table TR12-9-1 and Table TR12-9-2, the levels of effect, pre-mitigation, and the associated residual effects, post mitigation, are all either minor to moderate or lower. As such, the transport effects of the Scheme are considered to be not significant.
- 9.12.8 Four public rights of way will be directly affected during construction, namely:
- (a) FP66/17 between A1303 and Madingley Road in Hardwick, and approximately 2.9km long.
 - (b) FP114/6, between A1303 and Worcester Avenue in Hardwick, and 70m long.
 - (c) FP55/2, between A1303 and Whitwell Way in Coton, and approximately 700m long.
 - (d) Bridleway 39/30, between bridleway 39/112 and the A1303, and approximately 600m long.
- 9.12.9 It is proposed that pedestrian, cyclist and equestrian access along all footways and public rights of way will be maintained during construction, with careful management of crossing points and diversions where necessary. On this basis, only the diversion of Bridleway 39/30 will result in a significant adverse effect, which is part of the previously referenced permanent effect.
- 9.12.10 Overall the Scheme will provide the opportunity for persons travelling to Cambridge from the west to make that journey by walking, cycling or by bus, rather than by car. The Scheme is considered to have an overall beneficial effect on the environment by encouraging modal shifts to more sustainable modes and reducing the impact on air quality, road safety and noise.
- 9.12.11 At a national level the Scheme is considered to accord with paragraph 129(c) of the NPPF **[CD8-01, page 37]** as it will limit the need to travel by private car and offer an increased choice of public transport and active travel modes to existing and proposed significant developments such as the Cambourne West, Bourn Airfield and West Cambridge developments.
- 9.12.12 At a regional level the Scheme is consistent with the goals of the Cambridgeshire and Peterborough Local Transport and Connectivity Plan (2023) **[CD6-98]** to provide an accessible transport system that delivers economic growth and opportunities, and protects and enhances the environment to tackle climate change.
- 9.12.13 At the local level the Scheme is considered to accord with the relevant sustainable transport policies set out within Policy 1 of the Cambridge Local Plan 2018 **[CD6-01, pages 21-30]** and Policy S/2 of the South Cambridgeshire Local Plan 2018 **[CD6-02, pages 34-35]** by providing an accessible transport system that delivers economic growth and opportunities, and protects and enhances the environment to tackle climate change and improve the quality of life and place in Cambridge.
- 9.12.14 The Scheme is also considered to accord with Policy 5 of the Cambridge Local Plan **[CD6-01, pages 38-39]** 2018 and Policy TI/2 of the South Cambridgeshire Local Plan 2018 **[CD6-02, pages 238-240]** as it will promote sustainable transport modes to the major development sites along with greater pedestrian and cycle priority incorporating public realm improvements along the emergency access track that can be used by cyclists and pedestrians. Cycle parking improvements are also to be provided as part

of the Scotland Farm Travel Hub. The Scheme will also support the major development sites in achieving the goals of Policy 80 of the Cambridge Local Plan 2018 [**CD6-01, pages 236-240**] ensuring major developments on the edge of the city and in the urban extensions are supported by HQPT linking them to Cambridge City and other major centres of employment by facilitating onward journeys.

- 9.12.15 Policy 81 of the Cambridge Local Plan 2018 [**CD6-01, pages 241-243**] and Policy TI/2 of the South Cambridgeshire Local Plan 2018 [**CD6-02, pages 238-240**] requires that a travel plan should accompany all major development proposals. In terms of mitigation during the construction phase, monitoring of freight traffic and construction workforce movements through a Construction Traffic Management Plan will be undertaken with a Construction Travel Plan prepared to manage and also monitor construction workforce movement to and from the proposed construction compounds/sites and secured through the Landscape and Environmental Management Plan (**LEMP**). The LEMP will be subject to approval by the relevant local planning authority as required through draft planning condition 9 as set out in the Request for Deemed Planning Permission [**CD1-14, pages 10-12**].

9.13 High Quality Design

- 9.13.1 The importance of good quality design is recognised throughout national and local planning policy.
- 9.13.2 Policy HQ/1 (Design Principles) of the South Cambridgeshire Local Plan 2018 [**CD6-02, pages 115-118**] indicates that all development must be of high quality design and meet a range of design criteria appropriate to the scale and nature of the development.
- 9.13.3 Policy 55 (Responding to context) [**CD6-01, pages 187-188**], Policy 56 (Creating successful places) [**CD6-01, pages 188-189**] and Policy 59 (Designing landscape and the public realm) [**CD6-01, pages 191-192**] of the Cambridge Local Plan 2018 also indicate that all development must be of high quality design and meet a range of design criteria appropriate to the scale and nature of the development.
- 9.13.4 Paragraph 135 of the NPPF (achieving well-designed places), advises that "*planning decisions should ensure that developments:*
- (a) *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - (b) *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - (c) *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
 - (d) *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
 - (e) *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
 - (f) *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience"* [**CD8-01, pages 39-40**].

- 9.13.5 The Design and Access Statement that accompanies the Application **[CD1-17]**, explains the design evolution including the landscape and highways elements of the of the Scheme and how consultation has informed this. It demonstrates how the Proposed Scheme's design process has considered relevant design policy and guidance and how it accords with this at national and local policy level.
- 9.13.6 In line with paragraph 135 of the NPPF, it is considered that the Scheme will improve the overall quality of the area for existing and proposed communities.
- 9.13.7 The design of the Scheme is considered to respond to the local environmental constraints through the below mitigation hierarchy:
- (a) Primary mitigation embedded into the design mitigation with the alignment avoiding where possible impacts on significant environmental designations (see Chapter 4 of the ES Main Report (Evolution of the Scheme) **[CD1-10.01, pages 38-58]**;
 - (b) Secondary mitigation to prevent, reduce, or offset adverse effects that could not be avoided through the design process in the form of the landscape design along with both ecological mitigation and enhancements and the sustainable design measures incorporated into the design as well as a net gain in biodiversity; and
 - (c) Tertiary mitigation that will be secured by way of the draft planning conditions as set out in the Request for Deemed Planning Permission **[CD1-14]** or through legislation that sits outside of the TCPA 1990 **[CD5-08]** such as protected species licences where required.
- 9.13.8 The design of the Scheme is therefore considered to accord with the relevant policies of both the South Cambridgeshire Local Plan 2018 **[CD6-02]** and the Cambridge Local Plan 2018 **[CD6-01]** with good design evident in the Scheme in line with the mitigation hierarchy.
- 9.13.9 The design of the Scheme also aligns with the aims of paragraph 135 of the NPPF with adequate regard being evident in design that avoids, where possible, impacts due to environmental constraints, minimising adverse effects in terms of landscape, visual, soils, air quality, noise, water and flooding that were assessed as part of the EIA process.

9.14 Impacts on Open Space

- 9.14.1 The Scheme would result in the permanent loss of 5380 sqm of Local Plan Open Space across two locations within the administrative area of the City Council – one to the east of the M11 at the existing City Wildlife Site (referred to as Existing Open Space site no. 2) and an area of the University Rugby Practice Pitch near Grange Road (referred to as Open Space site no. 5).
- 9.14.2 In accordance with Policy 67 of the Cambridge Local Plan 2018 **[CD6-01, pages 203-205]**, the loss of Local Plan Open Space will be required to be replaced by way of the provision of Replacement Open Space Land.
- 9.14.3 A long list of Potential Open Space sites were identified using as a guide, Policy 67 of the Cambridge Local Plan 2018 which states that such replacement sites should be "within a short walk (400m) of the original site".
- 9.14.4 Potential sites capable of providing at least 5380 sqm of Replacement Open Space land within a short walk (approx. 400m) of Site no. 2 were therefore considered further. A long list of nine potential sites were identified within approx. 400m walking distance from Existing Open Site no. 2. A map of the long list of sites is provided in Appendix F of the Open Space Assessment **[CD1-19]**. The remaining short list of Potential Open

Space sites were then subject to more detailed analysis with a preferred site for the Replacement Open Space land chosen.

- 9.14.5 Discussions with the relevant landowners were then undertaken by the Scheme's agents in terms of the proposed location and layout of the proposed Replacement Open Space land with further consultation with the Principal Planning Policy Officer at the Greater Cambridge Shared Planning Service undertaken to discuss the acceptability of the proposed quantum and location of the Replacement Open Space land.
- 9.14.6 Following the sifting exercise and consultation it has been decided that as compensation for the permanent loss of 5380 sqm of Local Plan Open Space the Scheme will therefore provide 5380 sqm of Replacement Open Space in line with the requirements of Policy 67 of the Cambridge Local Plan 2018 [**CD6-01, pages 203-205**]. The proposed Replacement Open Space site is to be located to the west of the proposed M11 overbridge, close to the Existing Open Space site no. 2.
- 9.14.7 The acceptability of providing a single area of Replacement Open Space land versus two separate areas was discussed with the Greater Cambridge Shared Planning Service. It was agreed that it would be more beneficial to provide a single area of Replacement Open Space land closer to Existing Open Space site no. 2 noting the larger quantum and availability of undeveloped land on either side of the M11, the proximity to major areas of development and the greater level of accessibility for the public at this location.
- 9.14.8 Both Existing Open Space sites impacted were noted to be located within the Cambridge ward of Newham and so it is considered that the re-provision as part of a single site would not "increase any identified deficiencies in Open Space in the ward" in line with the supporting text of Policy 67 of the Cambridge Local Plan [**CD6-01, pages 203-205**]. The re-provision of Local Plan Open Space land close to Existing Open Space Site no. 2 also provides better linkages with the wider ecological network, notably the City Wildlife site (NAT 23) to the east of the M11 and the Coton Countryside Reserve to the south in line with the supporting text of Policy 67 of the Cambridge Local Plan.
- 9.14.9 Extensive environmental enhancements will be provided around and within the Replacement Open Space site to the west of the proposed M11 overbridge. This will include informal seating areas, habitat creation and tree planting throughout the space. With these enhancements, the Replacement Open Space land would be considered of better quality when compared to the Existing Open Space sites.
- 9.14.10 Policy 67 of the Cambridge Local Plan 2018 states that:
- (a) *"Where replacement Open Space is to be provided in an alternative location, the replacement site/facility must be fully available for use before the area of Open Space to be lost can be redeveloped"* [**CD6-01, page 204**].
- 9.14.11 Further consultation has been undertaken with the Greater Cambridge Shared Planning Service in relation to this requirement noting the proximity of the area of Replacement Open Space to the construction works required for the M11 overbridge to the north. This would introduce constraints in terms of health and safety for both construction workers and the general public at certain periods of the construction phase of the Scheme.
- 9.14.12 The Applicant has discussed the issues around access during construction and the health and safety implications with the Principal Planning Officer at the Greater Cambridge Shared Planning Service.
- 9.14.13 A draft planning condition (condition 27) has been included with the Request for Deemed Planning Permission [**CD1-14, page 21**] and has been agreed with Greater

Cambridge Shared Planning Service to ensure that the Replacement Open Space is fully available to the public on the opening of the Scheme.

- 9.14.14 As an area of Replacement Open Space of similar size, quality and accessibility is to be provided, and a planning condition will ensure that this is secured for the use of the public once the Scheme is brought into use, it is considered that the Scheme accords with Policy 67 of the Cambridge Local Plan 2018 **[CD6-01, pages 203-205]** and aligns with requirements of paragraphs 103 and 104 of the NPPF **[CD8-01, page 30]**.
- 9.14.15 Specific areas within the proposed Replacement Open Space have also been identified as Exchange Open Space land to satisfy the requirement of Section 19 (1) (a) of the ALA 1981. Appendix A of the Open Space Assessment **[CD1-19]** includes a draft of the application to the SoS for a certificate under S19 of the 1981 Act that the land to be given in exchange is not less in area and is equally advantageous to the persons if any, entitled to rights of common or other rights, and the public, and that the land given in exchange has been or will be vested in persons in whom the land purchased was vested, and subject to like rights, trusts and incidents as attach to the land purchased.

9.15 Impacts On Sports Facilities

- 9.15.1 It is noted that the Scheme will require land take within two existing sports facilities in the City Council administrative area which are as follows:
- (a) Land Plot 16-164 - A portion of the land plot requires the permanent acquisition of land along the southern boundary of what is referred to as the "Top Pitch" - a training pitch, forming part of the UoC Sports facility. The site is noted to be in private ownership with public access only available through the UoC Sports Club to the north; and
 - (b) Land Plot 16-178 – a portion of the University Rugby Practice Pitch, that runs along the northern boundary of the existing pitch will be permanently acquired to facilitate the guided busway carriageway, related drainage and landscaping.
- 9.15.2 Policy 73 (Community, sports and leisure facilities) of the Cambridge Local Plan 2018 **[CD6-01, pages 219-225]** states that:
- "The loss of a facility or site that was last in use as a community, sports or leisure facility will only be permitted if it is demonstrated that:*
- i. the facility/site can be replaced within the new development or relocated to at least its existing scale, range, quality and accessibility for its users. For leisure uses, it should satisfy peak period need; or*
 - j. the facility/site is no longer needed"* **[CD6-01, page 220]**.
- 9.15.3 It is considered that these land plots should therefore be assessed further in terms of Policy 73: (Community, sports and leisure facilities) of the Cambridge City Local Plan 2018 **[CD6-01, pages 219-225]**.
- 9.15.4 It is considered that the permanent acquisition of an area of the Top Pitch site does not constitute a loss of a sports facility as the proposed works and land take will not impact the active playing pitch area during the operational phase of the Scheme. The proposed permanent works include landscaping mitigation (replacing the existing boundary hedges with permanent species rich hedgerow planting) along the southern boundary of the existing pitch.
- 9.15.5 The temporary loss of a minor area of the Top Pitch outside of the active playing pitch along its southern boundary to facilitate soft landscaping in the operational stage is

therefore not considered to require further assessment in line with Policy 73 of the Cambridge Local Plan 2018 [CD6-01, pages 219-225].

- 9.15.6 In relation to the portion of Land Plot 16-178 (the University Rugby Practice Pitch), this is noted to be designated Protected Open Space in the Cambridge City Local Plan 2018 [CD6-01, page 298].
- 9.15.7 It is considered that the construction phase of the Scheme will not obstruct the use of the pitch as a sports facility, with the active pitch area not impacted by the works. The Scheme's land agents have been in discussions with the relevant landowners in relation to maintaining access to the practice pitch and infrequent sporting events that are held on the site, during the construction phase of the Scheme.
- 9.15.8 The area of pitch to be acquired permanently as part of land plot 16-178 in this location will be 1409m² approx. This equates to approximately 15% of the total extent of the existing Protected Open Space allocation at this location.
- 9.15.9 The busway will run along the northern boundary of the practice pitch with provision for groundworks to raise the ground levels through cut and fill to cater for the busway that will run along the northern boundary of the practice pitch. Soft landscaping (grassland) is proposed to run along the southern boundary of the proposed route. The existing fence at this location will be reinstated as the boundary of the University Rugby Club Practice Pitch, with a permanent access created at its eastern end off the Rifle Range track.
- 9.15.10 It is considered that the permanent acquisition of an area of the rugby practice pitch does not constitute a loss of a sports facility as the proposed construction works and permanent land take will not impact the active playing pitch area in its permanent state, with the proposed landscaping works replacing the existing area of grassland like for like.
- 9.15.11 The loss of a minor area of the rugby practice pitch along its northern boundary to facilitate soft landscaping is therefore not considered to require further assessment in line with Policy 73 of the Cambridge Local Plan 2018 [CD6-01, pages 219-225].

9.16 Environmental Considerations

Heritage

- 9.16.1 The design of the Scheme has sought to minimise impacts on heritage assets as far as reasonably practicable through the optioneering process, with the Scheme not causing direct impacts to the assets or any features of special architectural or historic interest which they possess. To the extent that there is indirect harm to some assets, this is "less than substantial harm" which is outweighed by the public benefits delivered by the Scheme.
- 9.16.2 The archaeological mitigation strategy will be set out in due course in an agreed written scheme of investigation (WSI), in consultation and approved by the county council's archaeological advisor, in line with draft condition 7 of the proposed planning conditions that accompany the Request for Deemed Planning Permission [CD1-14, pages 9-10]. The assessment concludes there would be no harm/less than substantial harm with implementation of mitigation measures on buried heritage assets during the construction stage. The balanced judgement required by paragraph 216 of the NPPF [CD8-01, page 61] (where the scale of any harm or loss is to be weighed against the significance of the heritage asset) has been adequately considered with the mitigation proposed reducing the harm on non-designated assets (below ground archaeology) as far as reasonably practicable.

Landscape and Visual

- 9.16.3 A variety of local planning policies include consideration of landscaping and visual impacts but in summary the mitigation and enhancements provided are considered to accord with Cambridge Local Plan 2018 [CD6-01] Policy 4 (pages 35-37), Policy 17 (pages 74-77), Policy 18 (pages 78-80), Policy 34 (page 137), Policy 55 (pages 187-188), Policy 56 (pages 188-189) and Policy 60 (pages 193-194) and with South Cambridgeshire Local Plan 2018 [CD6-02] Policy S/4 (pages 36-37), Policy HQ/1 (pages 115-118), Policy NH/2 (pages 125-126), Policy NH/6 (pages 131-133), Policy NH/8 (page 134), Policy E/2 (pages 186-189), and Policy SC/9 (pages 224-225).

Ecology

- 9.16.4 The Scheme has followed the mitigation hierarchy as set out in paragraph 193 (a) of the NPPF [CD8-01, page 56] to avoid losses in biodiversity and achieve a positive outcome where possible for BNG by avoiding adverse effects where possible, mitigating those impacts that are unavoidable, and compensating those impacts that cannot be mitigated. It is therefore considered that the Scheme has adhered to the mitigation hierarchy in line with paragraph 193 (a) of the NPPF [CD8-01, page 56] and provides mitigation that the Applicant is committed to. The Scheme is also considered to accord with Policy 69 (Protection of sites of biodiversity and geodiversity importance) (pages 201-203) and Policy 70 (Protection of priority species and habitats) (pages, 203-205) of the South Cambridge Local Plan 2018 [CD6-01] along with Policies NH/4 (Biodiversity) (pages 127-128) and NH/5 (Sites of Biodiversity or Geological Importance) (pages 129-131) of the South Cambridgeshire Local Plan 2018 [CD6-02].
- 9.16.5 Furthermore, the Scheme is consistent with the objectives of the Greater Cambridge Sustainable Design and Construction SPD (2020) [CD7-16] and the Greater Cambridge Biodiversity SPD (2022) [CD7-12].

Irreplaceable Habitats

- 9.16.6 Having established that the Scheme may (although not necessarily) adversely impact on veteran trees it is necessary to consider whether "wholly exceptional reasons" exist to support the development in line with paragraph 193 (c) of the NPPF [CD8-01, page 56]. In this case wholly exceptional reasons have been demonstrated and a suitable compensation strategy exists for the purposes of the NPPF. The Scheme is therefore in accordance with Policy NH/7 of the South Cambridgeshire Local Plan (2018) [CD6-02, page 133] and aligns with paragraph 193 (c) of the NPPF as it relates to the impacts on veteran trees.

Noise and Vibration

- 9.16.7 The Scheme accords with Policy 35 (Protection of human health and quality of life from noise and vibration) of the Cambridge Local Plan 2018 [CD6-01, pages 131-134] and South Cambridgeshire Local Plan 2018 Policy SC/10 (Noise Pollution) [CD6-02, pages 225-227] as the Application is accompanied by a full assessment of potential effects in both its construction and operational phases - Technical Report 1 (Acoustics) [CD1-11.01] of the accompanying ES.
- 9.16.8 Where significant adverse effects have been reported in the construction phase, mitigation has been set out in the Code of Construction Practice (CoCP) [CD1-26] to ensure that best practicable means and other appropriate mitigation measures are being adhered to. It is noted that the adverse effects as part of this stage are by their nature temporary. Significant noise and vibration effects are not anticipated during the operation stage.
- 9.16.9 Therefore the Scheme has adhered to the mitigation hierarchy and provides mitigation that the Applicant is committed to and that will be secured in line with draft planning condition 4 to be approved in writing by the relevant local planning authority as part of the LEMP(s) - as set out in the Request for Deemed Planning Permission [CD1-14].

- 9.16.10 The LEMP would be approved by the relevant local planning authorities and would protect amenity in the area and secure appropriate mitigation in accordance with Policy 35 of the Cambridge Local Plan 2018 **[CD6-01, pages 138-141]** and Policy SC/10 of the South Cambridgeshire Local Plan 2018 **[CD6-02, pages 225-227]** as well as the Greater Cambridge Sustainable Design and Construction SPD 2020 (section 3.6. Pollution) **[CD7-16, page 76]**.

Air Quality

- 9.16.11 Based on the findings of Technical Report 2 (Air Quality) **[CD1-11.01]** of the accompanying ES and proposed mitigation measures in the CoCP **[CD1-26]**, the Scheme is in accordance with paragraph 199 of the NPPF **[CD8-01, page 57]** and NPPG paragraph: 008 (Reference ID: 32-008-20191101 Air Quality).
- 9.16.12 Furthermore, the Scheme is consistent with Policy 36 of the Cambridge Local Plan 2018 **[CD6-01, pages 141-142]** and Policy SC/12 of the South Cambridgeshire Local Plan 2018 **[CD6-02, pages 228-230]** as well as the Greater Cambridge Sustainable Design and Construction SPD (2020) **[CD7-16]**.

Greenhouse Gases

- 9.16.13 The Scheme is in accordance with the objectives of Chapter 9 (Promoting sustainable transport) and Chapter 14 (Meeting the challenge of climate change, flooding and coastal change) of the NPPF **[CD8-01, pages 48-53]** as it will support reductions in greenhouse gas emissions. It is also in accordance with Policy 28 of the Cambridge Local Plan 2018 **[CD6-01, pages 115-126]** and Policy CC/1 of the South Cambridgeshire Local Plan 2018 **[CD6-02, pages 100-101]** as it will provide a sustainable form of transport and a reduction in carbon emissions over the life of the Scheme.

Water

- 9.16.14 The Scheme accords with the relevant flood risk policies contained within paragraphs 170-182 of the NPPF **[CD8-01, pages 49-52]**. At a local level, in terms of flood risk, the Scheme also accords with Policies CC/9 (Managing Flood Risk) of the South Cambridgeshire Local Plan (2018) **[CD6-02, pages 109-111]** and 32 (Flood Risk) of the Cambridge Local Plan (2018) **[CD6-01, pages 132-135]**.
- 9.16.15 In relation to drainage, noting the mitigation proposed and this being secured through the CoCP **[CD1-26]** and in the draft planning conditions as set out in the Request for Deemed Planning Permission **[CD1-14]**, the Scheme accords with Cambridge Local Plan (2018) **[CD6-01]** Policies CC/6 (Construction Methods) **[pages 106-107]**, CC/7 (Water Quality) **[pages 107-108]**, CC/8 (Sustainable Drainage Systems) **[pages 108-109]** and Cambridge Local Plan (2018) Policy 32 (Flood Risk) **[CD6-01, pages 132-135]**.
- 9.16.16 Furthermore, the Scheme is consistent with the objectives of the Greater Cambridge Sustainable Design and Construction SPD (2020) **[CD7-16]** and the Cambridgeshire Flood and Water SPD (2018) **[CD7-14]**.
- 9.16.17 In relation to the Water Framework Directive, the Scheme includes a number of drainage features that will mitigate impacts and enhance the water environment along the proposed route.

Climate Resilience

- 9.16.18 The Scheme aligns with the objectives of Chapter 14 of the NPPF (Meeting the challenge of climate change, flooding and coastal change) **[CD8-01, pages 48-53]**, paragraph 163 of the NPPF (the need to mitigate and adapt to climate change) **[CD8-01, page 48]** and the NPPG (Climate Change) with the mitigations set out avoiding

increased vulnerability to the range of impacts arising from climate change, increasing the use of renewable and low carbon energy and ensuring that flood risk is not increased elsewhere.

- 9.16.19 Similarly, the Scheme accords with the objectives of the Greater Cambridge Sustainable Design and Construction SPD (2020) [CD7-16] as well as Policy 28 (Carbon reduction, community energy networks, sustainable design and construction, and water use) of the Cambridge Local Plan 2018 [CD6-01, pages 108-119] and Policy CC/1 (Mitigation and Adaptation to Climate Change) of the South Cambridgeshire Local Plan 2018 [CD6-02, page 88].

Materials and Waste

- 9.16.20 The mitigation measures proposed in the Scheme, including the commitments relating to the reuse of excavated materials, use of lower carbon materials and management of waste proposed to minimise the effects of the Scheme on materials and waste will ensure that the Scheme aligns with the objectives of Chapter 17 of the NPPF (facilitating the sustainable use of minerals) [CD8-01, pages 63-66] and also accords with Policy 28 of the Cambridge Local Plan 2018 [CD6-01, pages 115-126] and Policy CC/6 of the South Cambridgeshire Local Plan 2018 [CD6-02, pages 106-107]. The proposals are also aligned with the objectives of the Greater Cambridge Sustainable Design and Construction SPD (2020) [CD7-16].

Soils, Geology and Land Contamination

- 9.16.21 With mitigation in place, the Scheme would result in a negligible effect in respect of soils, geology and contamination and so the Scheme is considered to accord with the relevant parts of paragraph 187 of the NPPF (contributing to and enhancing the natural and local environment) [CD8-01, page 54] and Policy NH/3 (Protecting agricultural land) [CD6-02, pages 114-115], Policy CC/6 (Construction Methods) [CD6-02, pages 126-127] and Policy SC/11 (Contaminated Land) [CD6-02, pages 227-228] of the South Cambridgeshire Local Plan and Policy 33 (Contaminated land) of the Cambridge Local Plan 2018 [CD6-01, pages 135-137].

Best and Most Versatile Agricultural Land

- 9.16.22 The measures as part of the Scheme will ensure the sustainable use of soils and BMVL where reasonably practicable during the construction phase of the Scheme in accordance with Policy CC/6 of the South Cambridgeshire Local Plan (2018) and Policy 69 of the Cambridge Local Plan (2018) [CD6-01] and aligns with paragraph 187 of the NPPF [CD8-01, page 54].
- 9.17 For the reasons above, the Applicant's position is that the Scheme accords with the development plan, read as a whole, and is supported by weighty other material considerations, including national policy and emerging local plan policy. The other material considerations do not outweigh the statutory presumption in favour of granting planning permission given by the development plan, rather they reinforce and confirm that planning permission should be granted. Taken together, this presents a compelling case for the Scheme and, in particular for the grant of planning permission. In this latter regard the Scheme demonstrates (to the extent necessary) both very special circumstances for the purposes of paragraph 153 of the NPPF (proposals affecting the Green Belt) [CD8-01, page 44] and wholly exceptional reasons for the purposes of paragraph 193 of the NPPF [CD8-01, page 193]. Further and to the extent necessary paragraph 216 of the NPPF is satisfied [CD8-01, page 61]. The Scheme benefits from the presumption in favour of sustainable development in NPPF paragraph 11 [CD8-01, page 6] and, since it is in accord with an up-to-date development plan (NPPF paragraph 11(c)), should be approved without delay.

10. SCHEME DESIGN, CONSTRUCTION AND OPERATION

10.1 Design

- 10.1.1 The Scheme runs between the edge of Cambridge city centre and Cambourne, 8 miles west of Cambridge. It will serve existing and growing settlements along the route, including Cambourne and Hardwick, and future developments, including Bourn Airfield and West Cambridge.
- 10.1.2 The Scheme consists of the following main elements:
- (a) a two-way guided busway 13.6 kilometres in length commencing at Sterling Way, Cambourne and terminating at Grange Road, Cambridge segregated from local highways except for stretches along St Neots Road and Charles Babbage Road;
 - (b) intermediate bus stops along the route and an emergency and maintenance access track to be dedicated as a bridleway running alongside the two-way guided busway for most of the length of the guided busway (the service track);
 - (c) a new travel hub building and Park and Ride site east of Scotland Farm with access for the buses over the existing A428 bridge;
 - (d) new bridges over the M11 and at Bin Brook to provide for the two-way guided busway and adjoining emergency and maintenance track; and
 - (e) access roads, temporary compounds, stopping up, diversion and creation of public rights of way, highway crossings, drainage works and attenuation and infiltration ponds.

10.2 The Route

- 10.2.1 Working from west to east, the Scheme begins in Cambourne at Sterling Way passing east along a section of segregated route created on an existing footway/cycleway, which will be recreated alongside the busway.
- 10.2.2 The route crosses Broadway, using a signalised junction, and enters the now former Bourn Airfield. It passes around the western and northern perimeter of this future new community, where it will largely be accommodated on its own dedicated route.
- 10.2.3 The route bears north-east out of Bourn Airfield and crosses St Neots Road about 150m northwest of the Bourn roundabout at Childerley Gate. A new signalised crossing will be installed on St Neots Road.
- 10.2.4 North of St Neots Road, the route bears east, supported by retaining walls, to take it between the A428 and the nearest of three residential properties at Childerley Lodge.
- 10.2.5 The route continues off road on the south side of the A428 for approximately 1.2km before bearing south to join St Neots Road, 170m west of Scotland Road. Buses will be able to use Scotland Road to access the travel hub located east of Scotland Farm. A new signalised junction will allow the buses to pass to and from the travel hub.
- 10.2.6 An existing 107m long culvert taking a minor watercourse beneath the A428 will need to be extended by approximately 9m to allow the Scheme to pass over it.
- 10.2.7 The Scheme will continue along St Neots Road for about 2km, passing the northern edge of the village of Hardwick.
- 10.2.8 West of Long Road the route bears south from St Neots Road, passing west and south of the Comberton plantation (also referred to as the Waterworks site). The route will use a signalised junction across Long Road.

- 10.2.9 The route continues east across farmland that takes it north of the main built settlement of Coton. This section of the Scheme will use a combination of landform and planting to help fit the alignment into the landscape. The footpath between Coton and Madingley will be retained across the route.
- 10.2.10 The route crosses Cambridge Road at a new signalised junction before continuing across Coton Orchard to a new bridge that will carry it over the M11. Particular care will be taken to limit impacts on the oldest apple trees in the orchard. Various measures have been included to maintain safe wildlife movement across the busway, including underpasses for animals like badgers, foxes and rabbits, and retention of most of the poplar trees on the eastern boundary to maintain a route for bats. The route will be suitably fenced for security and to guide mammals towards underpasses, preventing them crossing the busway, minimising collision risk.
- 10.2.11 East of the M11 crossing, the Scheme will enter West Cambridge UoC Campus, passing along Charles Babbage Road. It will then bear south through a gap between existing campus buildings and enter the West Fields, bearing east and south around the edge of UoC athletics sportsground.
- 10.2.12 The route continues eastward along the Rifle Range track, crossing Bin Brook over a new bridge. A special design is included here to ensure that ground disturbance is minimised and that, as a result, the protected trees along the Rifle Range track are retained. The route passes north of the Cambridge University Rugby Union Football Club ground and south of properties on Herschel Road, before connecting to Grange Road, where the Scheme ends, but from where buses will continue along existing routes into Cambridge and onto other destinations such as the Biomedical Campus.

10.3 Emergency and Maintenance Access Track

- 10.3.1 An emergency and maintenance access track runs parallel to the main busway. This track is an essential component of the Scheme for the following headline reasons.
- 10.3.2 First, the track will enable maintenance teams to access the Scheme in order to tend to landscaping, drainage, and signage and other routine maintenance activities without disrupting bus services on the main carriageway or creating a potential safety hazard. This is critical to the success of the Scheme because the Scheme's efficacy depends on the provision of a robust and reliable operation. The separate track helps to ensure this.
- 10.3.3 Secondly, the track will also provide a utility corridor for any power, communications cables etc. required for the Scheme and will also create opportunities for existing utilities impacted by the Scheme such as the Granta Backbone Network to be relocated outside of the main busway. Safe access for inspection and maintenance of utilities can be achieved without disrupting the flow of bus services. Again, the Track helps to ensure the provision of a robust and reliable operation.
- 10.3.4 Thirdly, the track reduces the risk of pedestrian and cyclist incursions providing them with a safe dedicated shared path. This removes risk of obstruction and hazard from the busway. This improves safety and also contributes to the provision of a robust and reliable operation.
- 10.3.5 Fourthly, in times of emergency, the track provides a safe evacuation route. Should an incident occur, passengers can quickly reach safety on the track. Emergency vehicles, too, rely on this track as their backup route, ensuring they can reach those in need even if the main busway becomes blocked.

10.4 Public Rights of Way

- 10.4.1 All existing public rights of way intersecting with the proposed Scheme will be maintained, with minor realignments to improve safety and connectivity with the

emergency and maintenance access track where appropriate. The Application includes provisions for maintaining access across the guided busway via public rights of way as follows (refer to the proposed site plans [CD1-16.04] for further details):

- (a) An at-grade crossing will be provided for the proposed diversion of Footpath 55/2 north of Coton village.
- (b) Bridleway 39/30, which currently runs parallel to the M11 motorway, will be diverted east and then west around the toe of the embankment forming the approach to the M11 motorway bridge.
- (c) Footpath 39/31, which runs along the southern boundary of the West Cambridge development parallel to Charles Babbage Road, will be diverted to accommodate the guided busway passing into the arable land to the south and to provide a combined crossing point with the existing walking and cycling facilities located in the West Cambridge campus site.

10.5 Other Aspects of the Scheme

- 10.5.1 The design principles and concepts that have been applied to the Scheme are set out in the Design and Access Statement [CD1-17]. Without prejudice to that description, the Applicant highlights the following matters pertaining to a number of the objections made to the Order.

Coton Orchard

- 10.5.2 The guided busway passes through Coton Orchard which is a habitat of value designated as a county wildlife site. As the orchard extends from the A1303 to the start of the built-up area of the village there is no practical route which avoids it whilst maintaining the requirement of the Scheme to serve growth sites such as West Cambridge.
- 10.5.3 An alternative option was proposed by GCP in October 2022, as referenced above in paragraph 7.3.63. This option consisted of a more northerly alignment through the orchard to utilise a gap in line of the original Bramleys, so avoiding the risks to the older trees inherent in the more southern alignment. It did, however, follow a more central route through the orchard and would have required severance of farmland west of Cambridge Road as well as more significant landscape and visual impact across Madingley Hill. Given this and given the feedback from consulted landowners (Houston Crest Properties and CPPF), this option was not favoured. This option and the original consultation option are shown in Figure 13-1 in the Design and Access Statement [CD1-17, page 47].

Travel Hub Building and Park and Ride

- 10.5.4 The Travel Hub will be located to the north of the Scotland Road A428 roundabouts.
- 10.5.5 The detailed design in terms of the finished site levels, access, layout and appearance has not yet been undertaken and will be subject to further approval by the local planning authority as part of the proposed planning conditions as set out in the Request for Deemed Planning Permission [CD1-14]. An indicative layout is however shown in the Planning Direction drawings (Proposed Site Plans (Sheet 7 of 17) [CD1-16.04, page 9]).
- 10.5.6 The proposed layout has sought to maximise functionality with the site including up to 2,000 car parking spaces and up to 300 cycle parking spaces.
- 10.5.7 The scale of the proposed site including the number of proposed parking spaces and the ancillary infrastructure have been developed based on the expected demands and

is in keeping with the scale of the existing Park and Ride sites located around Cambridge.

- 10.5.8 Public transport and private vehicles will access and egress the Travel Hub from a single access point via the proposed junction with Scotland Road. This junction will be signalised by traffic lights to allow traffic to turn right into the site, exit the site and to turn left onto Scotland Road.
- 10.5.9 The drop off and pick up area will be located within the centre of the site and has been designed around a one way system, with up to 6 bus stops to maximise ease of travel with minimal conflicts within the busway.
- 10.5.10 The Travel Hub will also include ancillary structures to provide shelter and seating, passenger information and toilet facilities. These will be located centrally within the site, with the final design seeking to make these "light weight" in appearance, without significant massing with all structures being a single storey in height. Significant landscaping is proposed within the site between parking areas and around the boundaries to reduce visual impacts.
- 10.5.11 The ancillary buildings will include provision for disabled access throughout with disabled parking spaces located within close proximity of the drop off and pick up area. Disabled access and a disabled toilet have also been proposed as part of the design of the drop off and pick up area.
- 10.5.12 Proposed walking and cycling routes will be provided to the north and south of the Scotland Road entrance point with further routes provided in the south-eastern corner of the site where it will then link to the existing Footpath 66/17 and a proposed new amenity area at Callow Brook.
- 10.5.13 Woodland planting, formed of trees and under-planting will surround the core of the car parking area. The woodland structure proposed is a compact canopy with a high percentage of trees within the mix, including fast growing trees like poplars (*Populus alba* and *Populus tremula*) which will help to provide early structure and height. Along the southern edge new woodland planting will tie with the existing.
- 10.5.14 Shrub and woodland planting surrounding the travel hub are designed to soften the geometry of the perimeter and help to screen views.
- 10.5.15 The Applicant will seek to work with the local planning authority to develop a design that minimises impacts on the Green Belt through maintaining the existing site levels as far as possible to reduce visibility across the site and preserve its openness.

Flood Risk

- 10.5.16 At the eastern end of the proposed route, the Scheme crosses the Bin Brook. This is classified as a main river by the Environment Agency and is the only main river that the Scheme crosses. Otherwise, the Scheme crosses land of very low (Flood Zone 1) flood risk.
- 10.5.17 A Flood Risk Assessment has been prepared to accompany the Environment Statement [CD1-11.13.02]. This considered both risks to Scheme infrastructure due to flooding, and risks to third party property and the environment because of changes at and new infrastructure across the Bin Brook. This section concerns only the former; consideration of environmental impacts is addressed under Section 11 below.
- 10.5.18 In summary, there is a small area in high (Flood Zone 3) flood risk, where the risk of flooding from Bin Brook, associated with the floodplain of the River Cam, is greater than 1 in 100 in any year. Suitable flood mitigation forms part of the design at this location and is provided for within the permanent land take for the Scheme.

- 10.5.19 The Environment Agency was consulted to agree the design parameters for flood modelling and soffit clearance heights of new structures over watercourses to define the design parameters for the proposed structure. The outcome of hydraulic modelling determined the top water level for the assessed 1 in 100year river level event including 19% climate change allowance as 9.37m AOD, with an agreed freeboard clearance to structures as 300mm, equating to a soffit height of 9.67m AOD. The hydraulic model was also run with a range of bridge spans to determine an optimal clearance of 10 metres.
- 10.5.20 With the proposed Scheme over Bin Brook elevated above the peak flood level, it would itself be safe from flooding risk for its design life.

Lighting Strategy

- 10.5.21 A lighting strategy has been developed for the Scheme which will be used to guide the development of the detailed lighting design for the Scheme. It is envisaged that cutting-edge LED technology specifically engineered to minimise light spillage both vertically and horizontally would be utilised. Rather than illuminating the entire pathway with unnecessary illumination, lights will be strategically placed only where people need them most - at highway junctions, bus stops, and throughout the travel hub.
- 10.5.22 For emergency and maintenance access tracks through countryside areas, a gentler approach is envisaged. Where deemed necessary, solar studs will be used to provide subtle wayfinding illumination, preserving the natural darkness of these rural stretches while ensuring essential visibility.
- 10.5.23 Opportunities to adapt lighting to usage patterns will be explored during the detailed design stage. During late-night hours when fewer buses operate (between 10 PM and 5:30 AM), it is expected that any lighting would be dimmed appropriately. Similarly, the travel hub will operate with minimal illumination during these off-peak hours and public transport stops will only light up during operational times, conserving energy when not in use.
- 10.5.24 Bat commuting areas will be a key consideration in the lighting design process. Lighting specialists will be working closely with ecologists to map key bat corridors, identifying precisely where these creatures travel and hunt. This collaboration will ensure that these nocturnal creatures can thrive alongside the proposed transportation system.
- 10.5.25 Before installation begins, a comprehensive lighting impact assessment and mitigation scheme would be submitted to local authorities for their approval. This careful planning process will ensure the final design achieves the perfect balance—meeting human safety needs while protecting our ecological environment.

Traffic Noise

- 10.5.26 The Scheme will incorporate hybrid or fully electric vehicles, with the aim of providing a reliable public transport route whilst limiting noise and air pollution. The hybrid approach to the Scheme involves the use of electricity to power the buses within the town of Cambourne and the city of Cambridge. On leaving these areas the buses will transfer to the use of alternative fuels.
- 10.5.27 Discussion on any noise impacts from traffic is discussed under Section 11.4 below.

10.6 Construction

- 10.6.1 The construction work is anticipated to require the use of 16 worksites, including one main compound at Scotland Farm Travel Hub, five secondary compounds and ten local works compounds to support construction activities. The locations of these

proposed compounds are shown on both the Works and Land Plans [CD1-12.01] and the Deemed Planning Drawings [CD1-16.07].

- 10.6.2 The main compound will provide strategic support to secondary and local worksites. It will have space for storage and lay down of materials along with parking and maintenance facilities for plant and machinery. This will reduce storage requirements at satellite compounds.
- 10.6.3 The delivery of plant and materials to each phase of the construction strategy will be managed by the principal contractor. Construction traffic will access the works from two principal points: the A428/ Scotland Road junction and the Madingley Mulch roundabout. From the west, construction traffic will travel on the A428 and access the works via either the A428/Scotland Road junction or the Madingley Mulch roundabout. From the east, construction traffic will travel via the M11 and Madingley Road to the Madingley Mulch roundabout, and from there access the works via St Neots Road.
- 10.6.4 Some construction traffic will use Madingley Road and the UoC's West Cambridge campus's on-site roads to provide access for the M11 bridge and the section of busway between the M11 and Grange Road. Limited amounts of construction traffic will be permitted to travel on Madingley Road and Grange Road in order to construct the tie-in between the Busway and Grange Road.
- 10.6.5 The volumes of construction traffic along each of these routes will vary throughout the total construction period. The construction of each element of the Scheme will involve different activities as it is built, and a consequent variation in the number of vehicles needed to service it. The timing and duration of peak construction activity and peak construction traffic will vary for each Scheme element.
- 10.6.6 No construction traffic will pass through the core parts of the villages of Hardwick or Coton.
- 10.6.7 An indicative construction sequencing has been prepared that will be developed and refined during subsequent stages of the project.
- 10.6.8 Construction is anticipated to be undertaken over a period of approximately 24 months.

10.7 Operation

- 10.7.1 The Scheme has been envisaged to form part of a wider network of busways serving the city. As time has progressed since the construction of the Cambridgeshire Guided Busway transportation innovation has advanced, creating an opportunity to adopt newer technology to create a safer, more efficient public transit system.
- 10.7.2 Developments in technology mean that transport systems can now be guided by non-physical means. This includes the use of simple sensor systems that detect paint or other road markings to direct a vehicle, or more complex sensor systems which read the surrounding environment to direct a vehicle.
- 10.7.3 In 2022, the UK government recognised this opportunity and amended the 1992 Order to include new guided transport technologies. This amendment permits projects like the Scheme to use sensor-based guidance systems that provide vehicle guidance without physical guideways⁹.

⁹ Section 2 of the TWA [CD5-09] allows the SoS to make an order to prescribe other modes of guided transport systems that can be authorised by a TWA Order. These guided transport modes are set out in the 1992 Order. The Transport and Works (Guided Transport Modes) (Amendment) Order 2022 [CD5-16] which came into force in 2022 defined four new modes of guided transport systems to the list of those that can be authorised by a TWA Order. These prescribed modes include:

- 10.7.4 Full details of the guidance technology and vehicle design for the Scheme have not been fully defined at this stage of the project.
- 10.7.5 It is envisaged that the project will implement Intelligent Speed Assistance Technology - already proven successful on the Cambridgeshire Guided Busway since 2023 - to maintain optimal speeds for both safety and passenger comfort. A safety driver would always be present and have the ability to override and take manual control of the vehicle if required at all times.
- 10.7.6 Through a combination of advanced Radio Detection and Ranging (i.e. Radar), Light Detection and Ranging (**LiDAR**), Global Positioning Systems (i.e. GPS) and Camera technology the vehicles will navigate their environment, constantly monitoring their surroundings and position relative to other road users. This approach takes advantage of some of the technologies already widely deployed for some years in many production vehicles such as lane keeping assist.
- 10.7.7 Perhaps most importantly, these new sensor-based guidance systems offer a significant safety advantage over traditional kerb-guided systems. Unlike the existing Cambridgeshire Guided Busway, where vehicles are locked into a fixed path, these new vehicles can perform emergency manoeuvres using the full width of the carriageway. This crucial improvement means drivers can actively avoid obstacles or people on the busway, rather than relying solely on braking to prevent collisions. Forward facing cameras can also detect potential obstacles providing an additional layer of safety over and above driver observation.
- 10.7.8 In preparation for the roll-out of the busways, GCP has been engaged for some years in the Government funded Centre for Connected and Autonomous Vehicles programme running a series of projects building up to deployment of buses similar to those planned to be used for the Scheme. GCP has also had regard to practical examples, such as the CAVForth Pilot Scheme in Scotland which has adopted similar technology to that proposed for the Scheme on bus lanes with mixed traffic. Further trials are being prepared in Cambridge.
- 10.7.9 These vehicles have the potential to run in a fully autonomous mode but for the time being the expectation is that the driver will still control vehicles speed.

10.8 Health and Safety

- 10.8.1 The Scheme is committed to delivering safety and engineering excellence. The design draws upon the relevant design standards including the Design Manual for Roads and Bridges (**DMRB**) [**CD9-06 to CD9-14**], the specialised Britpave Guided Busway Design Handbook [**CD9-04**], Manual for Streets 2 [**CD9-03**] and the National Guidance contained in relevant Local Transport Notes [**CD8-23**]. These proven guidelines shape every aspect of the design process, ensuring the Scheme provides a transport system that exceeds expectations for safety and reliability.
- 10.8.2 A minimum separation of 2m is proposed between the busway and emergency and maintenance access track throughout all high-speed running sections in line with DMRB Standards and LTN 1/20 National Guidance [**CD8-23, Table 6-1, page 49**]. This buffer helps to protect cyclists from the air turbulence created by passing buses and debris thrown up from the carriageway. It also serves to reduce the risk of an errant cycle or other user of the maintenance track reaching the main carriageway.
- 10.8.3 Where the Scheme interfaces with public highways, a Road Safety Audit process in line with DMRB GG 119 has been followed [**CD9-13**]. The Road Safety Audit process

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- (a) Road-based with sensor guidance
 - (b) Road-based with side guidance
 - (c) Track-based with sensor guidance
 - (d) Track-based with side guidance

will continue throughout the subsequent detailed design stages in collaboration with National Highways and CCC.

- 10.8.4 Going above and beyond standard requirements, the Scheme has chosen to embrace the principles of the Railways and Other Guided Transport Systems (Safety) Regulations (**ROGS**) [CD5-19]. While guided bus systems are not legally required to follow these stringent railway safety standards, the Scheme has voluntarily adopted the principles of this framework to create a robust safety management structure.
- 10.8.5 Considering the Scheme's road operational system, the comprehensive safety assurance framework incorporates road safety standards, including GG 104 from the DMRB [CD9-12]. GG 104 sets out the approach for safety risk assessment and provides a framework for identifying hazards, assessing, evaluating and managing safety risks and assuring safety risk governance.
- 10.8.6 The application of the relevant design and road safety standards, Road Safety Audit Process and following the Principles of ROGS [CD5-19] will ensure that the final Scheme design will have a high degree of inherent safety.

10.9 Stopping up of vehicular highways

- 10.9.1 The stopping up of part of the former A428 is necessary to remove an existing area of highway which became redundant when the A428 was previously realigned and upgraded to a dual carriageway. This redundant area of highway which formed part of the former A428 alignment also falls within the proposed limits of deviation (**Order Limits**) for the Scheme. Formally stopping up this disused section of road will unlock valuable space for the new transit system.
- 10.9.2 The stopping up of St Neots Road is necessary to remove an existing area of highway which will become redundant as a result of the proposed realignment of St Neots Road which forms part of the Scheme proposals. The proposed realignment of St Neots Road:
 - (a) creates a more perpendicular approach to the junction, improving intervisibility for drivers and giving them more time to react, enhancing safety for all road users. This approach follows the requirements and advice contained in the relevant design standards;
 - (b) puts public transportation at the forefront, giving priority to buses and creating a more efficient flow of transit vehicles, helping to make public transportation the most attractive travel option for local residents;
 - (c) incorporates natural traffic calming features that will transform the character of St Neots Road. By encouraging lower speeds and discouraging cut-through traffic, it helps to create a more pleasant environment for local residents while ensuring that regional traffic stays on the A428 where it belongs; and
 - (d) eliminates the need for additional traffic signals that would have caused potential delays for buses using the Scheme busway. Avoiding these potential bottlenecks, helps to ensure that public transport can move smoothly and efficiently through this crucial corridor.

10.10 Stopping up of Public Rights of Way

- 10.10.1 The Scheme includes the stopping up and diversion of sections of the public rights of way that fall within the Order Limits as indicated on the Rights of Way Plans [CD1-12.05] and set out in Schedule 4 of the Order [CD1-02, pages 50-53].
- 10.10.2 The proposed route is intersected by four existing public rights of way, predominantly to the east of the route as follows:

- (a) Bridleway 39/30: runs between the A1303 Madingley Road and the M11 footbridge, to the east of the M11.
 - (b) Footpath 39/31: connects with Bridleway 39/30, running east to Wilberforce Road.
 - (c) Footpath 55/2: runs between A1303 Madingley Road and High Street, Coton.
 - (d) Footpath 66/17: runs from Dry Drayton to the A428 to the north of Hardwick, running east of the travel hub. Includes a footbridge over the A428 to the southeast of the Travel Hub before meeting the guided busway.
- 10.10.3 Bridleway 39/30 – this is being stopped up to limit the overall span of the M11 Overbridge thereby decreasing the structural depth which in turn helps to limit the gradients on the approach embankments including the emergency and maintenance access track thus improving accessibility. The short diversion of the bridleway provides an opportunity to link into the emergency and maintenance track which will also be dedicated as a Bridleway.
- 10.10.4 Otherwise, by stopping up and diverting the footpaths that intersect with the proposed route we are creating more direct paths that cross the busway at a right angle. This adjustment means both bus drivers and pedestrians can spot each other earlier and more easily, thus improving safety.

10.11 Stopping up of Private Accesses

- 10.11.1 The Scheme intersects with several private access routes used by local residents and businesses. While there is a need to close some of these private means of access to build and safely operate the proposed busway, the Scheme ensures that no one loses their vital connections. Where any Private Means of Access is to be Stopped Up another reasonably convenient alternative means of access to the affected properties will be made available, ensuring residents and businesses can continue their daily journeys with minimal disruption.

10.12 Interactions with other Schemes

- 10.12.1 The following planning applications along the proposed route are considered pertinent noting their interaction with the Scheme:
- (a) Cambourne West - Within South Cambridgeshire, the Scheme will support the projected growth associated with Cambourne West, which has a resolution to grant permission for the erection of up to 2,350 dwellings, together with formal and informal open space, new community and retail facilities and new infrastructure under planning ref: S/2903/14/OL [CD4-01]. Outline planning permission has already been granted for a bus link between Sterling Way Upper Cambourne and the Broadway (planning ref: S/3329/16/OL) in January 2023 [CD4-03]. A Reserved Matters application related to access, appearance, landscaping, layout and scale has been approved (planning ref: S/4594/18/RM) [CD4-04];
 - (b) Bourn Airfield and Bourn Quarter - Between Broadway and St Neots Road the Scheme will pass through the former Bourn Airfield site, which has the potential to deliver approximately 3,500 new dwellings with outline planning permission applied for in 2018 (planning ref: S/3440/18/OL) - outline permission granted 30 July 2024 [CD4-06];
 - (c) West Cambridge - The West Cambridge Area of Major Change is subject to a current outline application on behalf of the UoC for 383,300m³ of employment comprising predominantly academic floor space (planning ref: 16/1134/OUT) [CD4-05]. This application was granted outline planning permission on 21 June 2024; and

- (d) North-West Cambridge - The 150-hectare North-West Cambridge development was granted outline planning consent (planning ref: 11/1114/OUT) in 2013 [**CD4-07**] for 1,500 homes for UoC and College key workers, 1,500 homes for sale, accommodation for 2,000 post-graduate students, 100,000m² of research facilities (including 40,000m² for research institutes and private research facilities linked to the UoC), and a wide range of community facilities. At the development, now known as Eddington, by March 2020 858 dwellings were complete (including 686 affordable dwellings), along with 325 student rooms.
- 10.12.2 Appendix A to the Planning Statement [**CD1-15, pages 161-167**] sets out a more detailed assessment of relevant planning applications within a 2km study area from the proposed route. This includes their status at the time of the Application.
- 10.12.3 There are two additional schemes of note:
 - (a) The first is EWR which intends (amongst other things) to build brand new railway infrastructure between Bedford and Cambridge.
 - (b) The second is the Fens Reservoir and associated infrastructure.

East West Rail

- 10.12.4 The new railway infrastructure planned between Bedford and Cambridge is part of the third stage of EWR which is still in planning and is dependent on final government funding and approval.
- 10.12.5 The latest proposals put forward by EWR for this section of the route include a potential tunnel under the A428 and the Proposed Bourn Airfield Development. This proposed tunnel would also cross the proposed route of the Scheme.
- 10.12.6 The EWR scheme remains in its early stages, however the project teams on both EWR and the Scheme are actively engaging in ongoing discussions to ensure effective coordination.

The Fens Reservoir and associated infrastructure

- 10.12.7 Anglian Water and Cambridge Water are proposing a new reservoir in the Fens to help meet the growing demands on water supply in the East of England. The proposed reservoir is recognised as being a strategic regional asset. The volume of water it would hold means it is a Nationally Significant Infrastructure Project (**NSIP**). The current timeline for the project suggests that the DCO application would be submitted in 2026.
- 10.12.8 Water stored at the reservoir will be treated ready for public supply, before being transferred into Anglian Water and Cambridge Water supply networks. The scheme proposals include an underground pipeline to transport treated water to Cambridge Water customers. The pipeline would be approximately 45 kilometres long, running south to a connection point and new service reservoir.
- 10.12.9 Anglian Water have identified a proposed Pipeline Corridor at this stage which is 500 metres wide and have also identified a proposed service reservoir site at Madingley, northwest of Cambridge, east of Coton, adjacent to Long Road. Both the Pipeline Corridor and the proposed Service Reservoir site overlap with the Order Limits for the Scheme.
- 10.12.10 Discussions between the two project teams are ongoing and this collaboration will continue to ensure that any interfaces between the two transformative infrastructure projects will avoid conflict with each other.

11. ENVIRONMENTAL EFFECTS AND MITIGATION

11.1 Introduction

- 11.1.1 Protecting the environment and delivering environmental benefits as part of a sustainable development, is fundamental to the Scheme. Cleaner electric buses and active travel modes seek to address poor air quality, as well as to support zero carbon objectives. The Scheme is also a fundamental component of the GCP's wider strategy for delivering sustainable transport in and around Cambridge.
- 11.1.2 The Scheme has sought to accommodate environmental sensitivities, especially where it creates a new route through countryside and close to houses. Considerable work has been undertaken to select a Scheme and develop a design that limits potential adverse effects, while supporting numerous beneficial outcomes. Moreover, opportunities to realise further environmental gains are clear.
- 11.1.3 The relevant environmental issues are identified in the ES and the measures to address them described. The ES has been conceived and prepared to convey and highlight the most relevant environmental information for the decision maker, particularly the likely significant environmental effects, both adverse and beneficial, of the Scheme. The ES comprises a main report [CD1-10.01] with four appendices [CD1-10.02, CD1-10.03, CD1-10.04, CD1-10.05]. The ES Main Report includes all the information that ensures its compliance with legal requirements, with Section 1.4 in particular offering a checklist of these requirements linked to the locations in the ES where information is available [CD1-10.01, pages 11-14].
- 11.1.4 The ES structure seeks to provide a more concise ES Main Report that identifies and describes likely significant effects, with the supporting technical reports providing the more conventional discipline specific topic approach in which the methodologies used for each of the disciplines are set out and the topic specific assessments presented. From these, the likely significant effects were extracted and the information presented in the ES Main Report [CD1-10.01].
- 11.1.5 The ES Main Report [CD1-10.01] is supported by 14 topic-specific technical reports [CD1-11.01-CD1-11.14.04]. The ES Main Report groups these topics according to whether they principally concern **people and communities** (including transit and access, noise and vibration, air quality, views and visual impacts, and socio-economic and health effects); **the natural environment** (including water resources and flooding, and ecology); **the cultural environment** (including landscape, built heritage, and archaeology); and **global resources** (including land and contamination, greenhouse gas emissions, and material use and waste). The order of presentation of the environmental topics within the ES is replicated within this Statement. This information is prefaced by an explanation of how environmental considerations (including climate change) have been accommodated within the Scheme design and through the mechanisms and vehicles to be used to secure environmental protection.

11.2 Environmental design and mitigation

- 11.2.1 The ES has been instrumental in shaping aspects of the detailed alignment and design of the Scheme, as well as proposals for its construction and operation. Different strands of the environmental assessment, each addressing specific environmental issues, have sought to identify and assess potential impacts and to evaluate their effects. As these have been determined, the assessment team has proposed measures to mitigate the effects and, working with the design team, to embed them into the Scheme proposals.
- 11.2.2 This emphasis on a mitigation-led approach, through which measures necessary to avoid, minimise, rectify and compensate for potential adverse impacts and effects are embedded within the design and delivery of the Scheme, is described in Chapter 6 of

the ES Main Report [CD1-10.01, page 86-91]. This is augmented by the schedule of mitigation in Appendix ES1 [CD1-10.02].

- 11.2.3 The Scheme alignment reflects several instances where potential environmental impacts are avoided. For example, the realignment of the route along St Neots Road to avoid the tree shelterbelt along its northern edge, diversion away from the Waterworks site, and selection of the alignment between West Cambridge and Grange Road to minimise land take from the West Fields. Another example would be the design solution along Rifle Range where protective measures will be included to avoid impacts on the TPO trees. These and other examples are addressed in Section 4.6 of the ES Main Report [CD1-10.01, page 51-53].
- 11.2.4 The landscape strategy for the Scheme has been conceived as one that is a fully integrated part of the design. It includes mitigatory elements, such as screen planting, but it is more importantly about making the Scheme's integration within the landscape a fundamental part of the overall design concept. The landscape design strategy for the Scheme is described in the Design and Access Statement that accompanies the Application. Landscaping proposals through landform modification and planting seek both to limit adverse effects and, where practicable, to enhance aspects of local character and biodiversity.
- 11.2.5 There are around 20 areas of specific landscape planting and habitat creation including hedges, trees and woodland, and grassland. Some of these include use of semi-mature trees to help expedite early mitigation. In several locations, the planting is specifically intended to help maintain bat navigation corridors. New vegetation will also help achieve BNG, though this is a secondary benefit over and above mitigation, and with much of the BNG to be achieved through off site planting. This is discussed further below.
- 11.2.6 There are several structural elements included in the Scheme proposals that deliver environmental mitigation. Five bunds and ground level rises are included to help maintain bat navigation paths, in each case supported by mitigation planting; these are described in more detail under the coverage of Ecology: Bats at paragraph 11.13 below. Mammal culverts will be included beneath the route corridor at Coton Orchard, and there is one section of the busway and service path that will use a platform structure to protect a group of mature trees along Rifle Range. This approach may also be required to protect some of the older apple trees in Coton Orchard. Other mitigation elements include new or diverted public rights of way.
- 11.2.7 There are numerous features intended to secure sustainable drainage and mitigation of flood risk, including 10 attenuation ponds, crate drains and swales. There are specifications for the design of the Bin Brook crossing to ensure flood protection and protection of the stream's hydrology.
- 11.2.8 Acknowledging that many of the key adverse impacts of the Scheme could arise during the construction phase, the environmental assessment also sought to define and secure their mitigation through a CoCP [CD1-26]. This fundamental part of the Scheme proposals outlines the measures to be used as a minimum during construction to avoid likely significant adverse effects. These measures represent a best practice approach for a scheme of this nature. The draft CoCP has been discussed with the Greater Cambridge Shared Planning service and their responses and comments are reflected in the document issued as part of the Application.
- 11.2.9 Under the EIA requirements, the consenting authority (*vis* the SoS) must consider whether it is appropriate to impose monitoring of the measures to mitigate likely significant effects. Required monitoring of construction impacts is secured through the CoCP which will address the impact of construction works, and the effectiveness of mitigation measures. Proposed environmental monitoring of measures forming part of the operational Scheme would focus on the efficacy of the permanent mitigation measures that are embedded within the design and the assumptions about its

operation. Each proposed monitoring measure would be secured through an appropriate planning condition attached to the grant of deemed planning permission for the development authorised by the Order.

11.3 Climate change and resilient design

- 11.3.1 Projected future climate scenarios developed for the project have informed the development of the Scheme's proposals, as well as the ES. These projections include:
- (a) A decrease in summer precipitation by 18% by the 2080s, an increase in winter precipitation by 31% by the 2080s, and increased frequency of extreme precipitation events;
 - (b) An increase in average temperatures by 5°C in the summer and 3°C in winter by the 2080s; and an increase in maximum summer temperature to 39°C; and increase in frequency of heatwaves; and
 - (c) An increased intensity and frequency of high winds and storms.
- 11.3.2 These projections have been accommodated in the design in relation to flooding and drainage; for example in the design of the Bin Brook crossing and in the number and capacity of attenuation ponds along the route alignment. The Bin Brook crossing has been designed to accommodate the 1% Annual Exceedance Probability (**AEP**) event with a 19% climate change allowance. The smaller watercourse crossings have been designed to ensure that the 0.1% AEP flows can be conveyed. The surface water drainage strategy has been designed to accommodate the 3.33% AEP design flows. Further necessary considerations for detailed design and operation are described within the ES Technical Report 3: Climate Resilience [**CD1-11.03**].
- 11.3.3 Draft planning condition 16 within the Request for Deemed Planning [**CD1-14, page 15**] requires the principal contractor to prepare and agree a *Sustainability and Carbon Management Plan* that would set out proposals for supporting net zero and achieving a climate resilient design. Further information on greenhouse gases is provided below (see section 11.23).

11.4 Transit and access

- 11.4.1 The Scheme will result overall in significant transport benefits, including the provision of a public transport system that connects Cambourne and Cambridge, supporting the delivery of new housing and employment opportunities. The Scheme will improve connectivity to Cambridge by sustainable modes of travel from new residential areas situated to the west of the city. It will enable the provision of frequent, direct and quick bus services between Cambourne and Cambridge and, therefore, encourage existing and future residents along the route to travel by bus or active modes of travel, and reduce reliance on the private car between Cambourne and Cambridge via Bourn Airfield, Hardwick, Coton and West Cambridge. Further, it will provide end-to-end journey time reliability (particularly compared with private car journeys), in addition to, some congestion relief along the A428/A1303 corridor.
- 11.4.2 The Travel Hub off the A428 will allow people travelling into Cambridge from the west to access direct bus services or to use cycle facilities. This "modal shift" will enable drivers to avoid congestion on the A1303 nearer to Cambridge and enjoy overall shorter journey times. By intercepting car trips on the A428, the Travel Hub will also free up capacity at the existing Madingley Road park and ride site (which remains open for the time being), benefitting commuters using this site from the M11.
- 11.4.3 The Scheme will use the emergency and maintenance access track to provide a footway/cycleway, allowing active travel to and from Cambridge, as well as opportunities for horse riders. Residents of connected settlements will be able to take advantage of the walking or cycling facilities, as well as the busway.

- 11.4.4 The only permanent significant adverse transit and access effect is related to the 300m lengthening of Bridleway 39/30, which will be permanently diverted to Ada Lovelace Road, although the path is believed to be little used. During construction, three further public rights of way will be directly affected temporarily, although with access maintained and careful management of crossing points and diversions where necessary, effects will not be significant.
- 11.4.5 Construction traffic will generally access the site from major roads, such as the A428 and M11. Use of local roads, including Grange Road, will be strictly limited. No construction traffic will be permitted to travel through local villages.
- 11.4.6 Otherwise, the proposed main access routes are already well used, and relative increases from construction traffic will be low. Grange Road is one of the more sensitive routes affected, but construction activity on Grange Road will be for a short period only and will be limited to the construction of the junction with the busway.
- 11.4.7 With the relatively low increases in construction vehicle traffic (anticipated to be of negligible to minor magnitude), and with no more than medium sensitivity routes, effects on severance; pedestrian, cycle and equestrian delay and amenity; and road vehicle delay will all be negligible.
- 11.4.8 The assessment of the traffic and transport environmental effects was undertaken in accordance with the 2023 *Environmental Assessment of Traffic and Movement* published by the Institute of Environmental Management and Assessment (IEMA) [CD9-05]. The full detail of the assessment is available in the ES Technical Report 12: Traffic and Transport [CD1-11.12].

11.5 Noise and vibration

- 11.5.1 Noise impacts from Cambourne to Cambridge could arise from the operation of the bus service and travel hub, from any changes in noise from traffic on existing roads, and temporarily from construction activity. However, the assessment in the ES has identified very few situations where these will result in significant effects.
- 11.5.2 Buses will generate similar levels of noise to the existing road traffic, which is the dominant source of noise where the Scheme is on or alongside existing roads. Although impacts would arise at several locations along the route, few people will be exposed to these and, as such, actual noise effects will be limited. Bus services will run up to around midnight and between 6am and 7am meaning night-time noise (after 11pm and before 7am) will be limited to those times. Based on 10 buses per hour, each way, operational noise could be significant at some locations in Cambourne and Newham. In practice, however, bus services are likely to be infrequent at these times, and with other traffic noise prevalent in the background, noise impacts are likely to be less. The predicted significant effects in Cambourne and Newham may not occur once the timetabling information is known, particularly once fully electric buses are in use.
- 11.5.3 At other locations along the route, the target external noise criterion will be comfortably achieved in gardens, and reasonable internal noise levels will be achieved even with windows open. Significant operational noise effects are therefore not anticipated elsewhere.
- 11.5.4 The significance of potential noise impacts from the use of the travel hub was based on the principles of BS 4142:2014+A1:2019 [CD15-03]. Vehicles at the travel hub will be travelling slowly and will generate relatively low levels of noise, principally between 6am and 7pm. Higher noise levels could arise from doors being slammed and engines starting, but noise impacts at nearby properties are calculated to be well below the +5dB significance threshold. More sudden noise impacts will also not exceed the existing background sound levels at the nearest receptors and will be comfortably below the daytime and night-time internal noise criteria for habitable rooms. Overall, no significant noise effects are predicted from the operational travel hub.

- 11.5.5 The assessment of permanent noise effects from changes in road traffic used a methodology in line with the DfT's Calculation of Road Traffic Noise **[CD15-04]** and the assessment of any changes in noise levels has been undertaken in accordance with the DMRB. At almost all locations noise levels will change by an imperceptible amount and result in a negligible effect. At the few locations where minor impacts occur (both increases and decreases) there are no properties that might experience the effect.
- 11.5.6 Construction noise predictions have been undertaken and assessed in line with the methodologies in BS 5228:2009+A1:2014 Part 1: Noise **[CD15-01]**. Predictions have been based on generic construction phases and plant lists for a realistic worst-case scenario. The assessment of construction noise has assumed the implementation of standard good practice, as set out in the CoCP **[CD1-26]**, which will reduce potential noise levels by an estimated 5dB. A significant effect would be where construction noise is predicted to exceed 65 dB LAeq,T for 10 or more days of working in any 15 consecutive day period, or for 40 or more days in any six-month period.
- 11.5.7 On this basis, although significant construction noise levels are predicted at some 300 receptors the effects will occur intermittently, with only occasional periods of higher noise levels associated with particular events when the plant is working in close proximity to sensitive receptors. At six receptors the impacts will be of sufficient duration to result in significant temporary effects, including Childerley Gate, a few locations along Scotland Road, and immediately adjacent to the Bin Brook bridge.
- 11.5.8 For construction vibration the magnitude of impact scale has been determined based on guidance contained within BS 5228-2:2009+A1:2014 Part 2 Vibration **[CD15-02]**, which is also referenced in DMRB LA 111 **[CD9-14, pages 13-19]**. The assessment of construction vibration on people has focused on the potential use of vibratory rollers in road construction activity. Potentially significant vibration effects would occur within 15m for the roller in steady state operation, assuming this level of vibration occurs over a period of 10 or more days of working in any 15 consecutive days, or for 40 or more days in any six consecutive months.
- 11.5.9 On this basis, although construction vibration levels are predicted at an estimated 95 receptors, in practice vibratory rollers will only be in operation for a few days at most. As a result, no significant vibration effects are predicted.
- 11.5.10 An assessment of construction vibration on potentially vibration-sensitive facilities has also been undertaken, notably for electron microscopes and other equipment of high sensitivity. Several such research facilities occur at West Cambridge. The principal contractor will be required to consult with the relevant organisations well in advance of potentially disruptive work to agree the approach to construction that will minimise risk of vibration impacts.
- 11.5.11 The full detail of the assessment is available in the ES Technical Report 1: Acoustics **[CD1-11.01]**. The significance of potential noise impacts from the operation of the busway was based on the principles of the noise level changes set out in the DMRB LA 111 **[CD9-14, pages 21-26]**.

11.6 Air quality

- 11.6.1 For the operational phase, principal pollutants would comprise NO₂ and particulates (PM₁₀ and PM_{2.5}).
- 11.6.2 Permanent impacts of the Scheme on NO₂ and particulates will be generally beneficial, with three times as many receptors experiencing a decrease in concentrations of NO₂, PM₁₀ and PM_{2.5} as would experience an increase, when compared to the situation without the Scheme. However, the overall impacts, both positive and negative, will not be significant.

- 11.6.3 At about two thirds of the locations included in the assessment model it is predicted that there will be improvements in annual mean NO₂ concentrations as a result of the Scheme and the changes in road use that it will bring about. At only two of the modelled receptors will there be an increase in NO₂ concentrations, and these increases will be well below the 10% change that would be considered a significant effect. At these and all other receptors, the annual mean NO₂ concentrations will remain well within the air quality objective.
- 11.6.4 Similarly, predicted one-hour mean NO₂ concentrations are all well within the air quality objective threshold, and the impacts of the Scheme will have a negligible bearing on this.
- 11.6.5 Changes in particulate pollution will be generally negligible, or with impacts (both positive and negative) well below those that would affect air quality objective thresholds.
- 11.6.6 The full detail of the assessment on air quality is available in the ES Technical Report 2: Air Quality **[CD1-11.02]**.
- 11.6.7 For the construction phase, principal pollutants would comprise PM₁₀ and dust. The assessment of construction phase impacts has been undertaken in line with the relevant Institute of Air Quality Management Guidance (**IAQM Guidance**). Assuming the implementation of measures set out in the CoCP **[CD1-26, pages 23-28]**, and given the current local air quality in the area, the proximity of sensitive receptors to the roads likely to be used by construction vehicles and the likely numbers of construction vehicles and plant that will be used, the temporary effects will be negligible and not significant.
- 11.6.8 The assessment of construction phase impacts has been undertaken in line with the relevant IAQM Guidance.

11.7 Landscape

- 11.7.1 As noted above under coverage of views and visual impacts, consideration of both landscape and visual impacts is closely related. The ES Main Report **[CD1-10.01]** deals with landscape character as an aspect of cultural environment at Section 9.2 **[CD1-10.01, pages 117-120]**. Assessment of landscape impacts followed the methodology prescribed in the Landscape Institute and IEMA Guidelines for Landscape and Visual Impact Assessment Visual (Edition 3). The full detail of the assessment of both landscape and visual impacts is available in the ES Technical Report 8: Landscape and Visual **[CD1-11.08.01]**.
- 11.7.2 The Scheme provides a dedicated bus route that is shown to successfully integrate into its landscape context, achieving no residual significant adverse effects on landscape receptors during operation and following establishment of proposed planting (Section 6 of the ES Technical Report 8: Landscape and Visual **[CD1-11.08.01, pages 63-64]**). The design reinforces local character, respecting the geographic, cultural and historic elements of the landscape and settlements. It is designed with future trends in mind, improving health and wellbeing, maximising blue and green infrastructure, and improving access, legibility and movement (Design and Access Statement (Section 9) **[CD1-17, pages 27-39]**).
- 11.7.3 The assessment of landscape impacts and prediction of likely significant effects consider the sensitivity of the landscape receptors along with the magnitude of the impact (the change to character, key features, or existing elements of the landscape).
- 11.7.4 Landscape character can be considered at different scales, from a national context (for which Natural England has defined national character areas) through to a county or local strategic context, or even a bespoke project context. The landscape assessment for the ES used the existing landscape characterisation contained in the Greater

Cambridge Landscape Character Assessment [CD18-02], and the Cambridge Inner Green Belt Boundary Study [CD18-01].

- 11.7.5 Within this context, specific landscape elements that make a positive contribution to the character of the landscape affected by the Scheme are identified as features that are more susceptible to adverse impacts. These include ancient woodland (notably Madingley Wood); orchard (notably Coton Orchard), and conservation areas (notably in Coton and West Cambridge, each with a range of listed buildings). Impacts on the latter are addressed below under historic environment (see section 11.9).
- 11.7.6 Considering first the permanent effects of the completed Scheme, much of the Scheme's alignment will affect areas of relatively lower landscape sensitivity, such as around Bourn Airfield; or will result in relatively small qualitative change, such as past Hardwick. However, turning southwards east of Hardwick, the Scheme crosses land with higher intrinsic visual, and historical and cultural significance, whose character is fundamental to the setting and special character of Cambridge.
- 11.7.7 There would be some noticeable change to existing landscape elements and landscape character. However, the landscape mitigation proposals will be fundamental to the Scheme's integration in the landscape. Scheme design places significant emphasis on how the route effectively integrates into its landscape context, avoiding in the first instance, and then reducing adverse effects.
- 11.7.8 Designing within defined Character Areas as set out in the Design and Access Statement (Section 9) [CD1-17, pages 27-39], the Scheme minimises the "corridor" feel of this new infrastructure and thereby reduces the impact of the Scheme on its surroundings, enabling the Scheme to better respond to existing local assets and helping to enhance the sense place. A landscape design shaped by overarching design principles (Design and Access Statement (Section 9) [CD1-17, pages 27-39]) responds to the varying landscape settings along the route through layout typologies, enhanced placemaking, maximising blue and green infrastructure, and improving access, legibility, and fine grain movement.
- 11.7.9 The key proposal along this section of the route will be rigid planting of fruiting and non-fruiting tree species reflecting the distinct character of the existing orchard. This is to allow a clear blossom path defining the character area and providing additional pollination opportunities supporting the existing orchard. The Scheme is designed to integrate into the landscape and respond positively to its setting, reducing adverse environmental impacts.
- 11.7.10 This is similarly evident where the route runs through existing farmland south of Madingley Wood. The farmland is south sloping and open in character with long distance views to and from the area. The Scheme design breaks the horizontal linear feature across the fields by introducing north-south planting along lines of old field boundaries. Where the long-distance views are to be maintained, low planted earth mounds screen views of the new route from surrounding receptors while retaining the open vistas across the landscape. This is evidenced in Appendix TR8.3 of the ES Technical Report 8: Landscape: View 13 and View 22 [CD1-11.08.04, pages 8-9 and 14-15].
- 11.7.11 The Scheme response to the landscape character setting across the length of the route allows the infrastructure to integrate into the landscape and avoid significant adverse environmental effects.
- 11.7.12 During construction, the Scheme will introduce construction-related traffic into the landscape, and a notable change in the character of the agricultural fields, especially where construction compounds are prominent. These impacts will be temporary and limited to a degree by the measures set out in the CoCP [CD1-26]. However, within the relatively more sensitive landscape around Coton and Hardwick, and because of the prominence of much of the works across a large part of this area, including the main

compound at Scotland Farm, the character of this area will be moderately adversely affected, a temporary significant effect.

11.8 Views and visual impacts

- 11.8.1 Consideration of landscape and visual impacts are separate although linked processes, describing closely related but distinct sets of effects. The ES Main Report deals with them separately in Section 9.2 [CD1-10.01, pages 117-120] and Section 7.5 [CD1-10.01, pages 99-104] respectively. Consideration of visual impacts addresses likely significant effects from the Scheme on people's views and visual amenity (as can be seen in Section 7.5), while consideration of landscape impacts looks at the effects on landscape as an aspect of the cultural environment (Section 9.2). Assessment of both landscape and visual impacts followed a methodology prescribed in the Landscape Institute and IEMA Guidelines for Landscape and Visual Impact Assessment Visual (Edition 3). The full detail of the assessment of both landscape and visual impacts is available in the ES Technical Report 8: Landscape [CD1-11.08.01].
- 11.8.2 The Scheme provides a dedicated bus route that is shown to successfully integrate into its visual context, achieving almost no significant adverse effects on visual receptors (Section 6 of the ES Technical Report 8: Landscape [CD1-11.08.01, pages 63-65]). Key views and vistas are maintained with a considered design to reduce views of infrastructure, while careful screen planting is proposed to avoid impacts on visual receptors.
- 11.8.3 The assessment of visual impacts and prediction of likely significant effects consider the sensitivity of the visual receptors along with the magnitude of the visual impact (the change in view and the effect of those changes on people). The sensitivity of a visual receptor reflects their susceptibility to change and any values that may be associated with the specific view. It varies depending on the presumed activity of the viewer, their reasons for being there, their expectations and the duration of view. Impacts are assessed at a worst-case winter on year 1 of opening, and again at summer year 15, when planted mitigation is deemed to have matured.
- 11.8.4 Identification of the receptors is supported by a computer modelled Zone of Theoretical Visibility, which represents the likely visual envelope. Fieldwork was undertaken to confirm the potential nature and extent of views of the Scheme and visual receptors likely to be affected. The assessment used a series of viewpoints to represent the locations where potential visual impacts and effects would occur. These are identified in Table 7-2 of the ES Main Report [CD1-10.1, page 97] and are illustrated in Figure 7-3 [CD1-10.01, page 101] and Figure 7-4 [CD1-10.01, page 102].
- 11.8.5 Considering first the visual impacts and effects of the completed Scheme, the proposals reflect a detailed consideration of how views of the Scheme are received, the composition of existing views, and how adverse impacts can be ameliorated through use of earthworks and landscape planting.
- 11.8.6 Much of the route passes areas where transport infrastructure is a prevailing characteristic, so that permanent impacts will have little to no overall adverse effect on the character of views. In more open areas, such as the fields north of Coton, although buses will be somewhat visible, the rolling landform and existing vegetation will be important in screening views from several properties on the north side of the village.
- 11.8.7 The Scheme mitigation includes an extended landscape where possible to better integrate the infrastructure into rural field patterns to retain the existing open character and views, enhanced green corridors, and safeguard countryside frontages. Planted low earth mounds are proposed as a minimum, to screen views of the new route from surrounding public routes. Where additional visual mitigation is required low-level hedgerows, or areas of tree planting are proposed.

- 11.8.8 The route through Coton Orchard will be well screened from most directions and will offer very little opportunity for intervisibility with nearby receptors, other than from within the orchard itself, which is not publicly accessible. Red Meadow Hill, an elevated viewpoint with clear views north to Madingley Hill, as well as east and south-east to Cambridge will have a perceptible qualitative change to the long-distance views but will not be significant in the context of the wide landscape. For Madingley Road properties, the completed Scheme will sit over the hill brow and therefore be largely screened. The buses, however, will be visible as they run through the landscape.
- 11.8.9 There will be a small number of significant residual visual effects in the first year of operation, but for most of these maturing screening and landscape planting will lessen effects to a non-significant level by summer year 15. Permanent significant visual effects will principally concern viewpoints near the Scheme and/or with initially unfettered views of it, though maturing landscape planting will gradually become effective.
- 11.8.10 The most visually prominent aspects of the Scheme will occur during construction, when views of the construction plant and activity, and of extensive earthworks with little amelioration from planting and grading, will present potentially stark views in close or open settings. However, the duration of the impacts will be relatively short-lived. Further, with the various measures set out in the CoCP [CD1-26] with respect to, for example, lighting and hoarding, significant effects will be limited.
- 11.8.11 The assessment of visual effects concluded that, during construction, the Scheme would have some significant adverse effects on receptors. However, this is alleviated by the temporary nature of construction activities along with the embedded mitigation measures resulting in a very short-term effect.
- 11.8.12 Concerns raised by the National Trust and CPPF in respect of landscape and visual impacts are addressed later in this Statement (see Section 14). In respect of impacts in relation to Coton Orchard, it is salient that while the orchard makes an important contribution to the landscape, views of the Scheme within it will be comprehensively screened from most potential viewpoints at its edge due to the screening from vegetation around the perimeter of the orchard and the lack of public access within the orchard. The assessment recognises the local importance of the orchard attributing overall value, susceptibility and sensitivity to the wider landscape character area (LCA). The medium sensitivity described recognises landscapes of local or regional importance, able to accommodate some change (i.e. features worthy of conservation, some sense of place or value through use/perception). The heritage of the orchard is a contributory factor to the landscape's sensitivity. However, it is important to reflect how this heritage has been impinged over the years by development and neglect.

11.9 Historic environment

- 11.9.1 Detailed Information about the heritage along the route and describing the predicted impacts and effects of the proposals is provided in ES Technical Report 7 – Heritage and Archaeology [CD1-11.07.01], which is supported by a Heritage Statement [CD1-11.07.02] and other appendices setting out the findings of archaeological investigations [CD1-11.07.03 and CD1-11.07.04].
- 11.9.2 The Scheme will have no physical impact on any designated assets, such as listed buildings or scheduled monuments. It will pass close to a conservation area in Coton and through the edge of the West Cambridge Conservation Area, though impacts on the character of these areas will be minor. Equally, although passing several listed buildings, the infrastructure of the busway will not be prominent and will have no more than a minor and non-significant effect on the significance of buildings such as the Schlumberger Gould Research Centre on the West Cambridge science park, and Clare Hall college off Grange Road. Clare Hall, a Grade II* listed building, is located to the north of the Scheme alignment. However, because the asset's primary frontage faces north to Herschel Road, where it maintains visual prominence within the

conservation area, the Scheme will result in only minor visual impacts to its setting. This results in a minor (non-significant) effect on the significance of the asset and, in NPPF terms, in less than substantial harm.

- 11.9.3 The American Military Cemetery is a Grade I registered park and garden, located 275m north of the Scheme boundary. The Cemetery's setting is defined and experienced by its visual and historic relationship to the monumental architecture within the Cemetery. Although the surrounding rural landscape makes an important contribution to its setting, the Scheme will not be visible from the Cemetery or visually intrusive at this location and would not impact on any of the asset's key relationships. Taken overall, the Scheme will result in no harm to the significance of this asset.
- 11.9.4 Information about the history of the area and its potential to yield archaeological remains, as well as about surface structures and landscapes of heritage interest, has been developed through extensive documentary research, including findings from 16 previous archaeological investigations completed within the vicinity of the route of the Scheme, notably at the eastern and western ends. Research has used aerial photographs, ground level data from laser imaging (LiDAR) and geophysical survey, as well as archaeological fieldwork such as trial trenching, targeted archaeological excavation and archaeological watching briefs.
- 11.9.5 The trial trenching has confirmed the results of the geophysical survey, recording sustained prehistoric and Roman activity in the form of field systems, enclosures, trackways and isolated features across much of the study area, as well as other features of generally low heritage significance.
- 11.9.6 Archaeological survival is known to be high across 65% of the Scheme where it crosses previously undeveloped agricultural land. The evaluation confirmed that arable cultivation and successive ploughing have not appreciably truncated archaeological features where these were found to be present.
- 11.9.7 The main potential impact to archaeological remains would be preliminary site-wide topsoil stripping (to 0.5m below ground), as well as deeper construction works for cuttings, culverts, ponds and drainage. Piling for the Bin Brook crossing, excavation on part of the cutting west of the junction with Cambridge Road in Coton, and localised impacts from tree removal in Coton Orchard, as well as localised planting and temporary works, have the potential for impacts at greater depths.
- 11.9.8 No substantial groundworks are proposed along the existing St Neots Road where it crosses the Callow Brook and it is not anticipated that there will be a significant impact to any palaeo-environmental remains, which may be associated with the Bin Brook, as this is a small watercourse where the sediments are likely to have been reworked in the past.
- 11.9.9 Potential impacts on archaeology are summarised in Table 9-1 to the ES Main Report **[CD1-10.01, page 124]**. However, with the implementation of an agreed mitigation strategy, residual effects will not be significant.
- 11.9.10 The archaeological mitigation strategy will be set out in an agreed WSI, in consultation and approved by the county council's archaeological advisor. Necessary measures implemented within the concentrated areas of archaeology are likely to take the form of targeted archaeological excavation and recording and/or "strip, map and record" to form preservation by record, undertaken in advance of groundworks across all areas where disturbance is proposed. It is also likely to include a programme of wider public engagement, such as public open days, local displays, and talks and webinars, and public information boards along the service road.
- 11.9.11 In conclusion, no likely significant effects on built heritage are predicted. For archaeology, following agreement with the county council's archaeological advisor in

advance of construction, the implementation of a programme of archaeological mitigation will reduce potential effects to negligible and not significant.

11.10 Ecology: Overview

- 11.10.1 The habitats and wildlife that occur along the Scheme have been characterised through desk research and a programme of almost 250 surveys undertaken over the preceding years and months. As well as habitat surveys that have classified the land according to different habitat types, there have been surveys for bats, birds, reptiles, aquatic fauna and invertebrates. Surveys of species, including badgers, otters, great crested newts, water voles, white-clawed crayfish and barn owls have also informed the assessment. The surveys have focused on the areas where the species or groups are likely to be found. Survey scopes were agreed by both the county and city ecologists, and the bat survey strategy was endorsed by Natural England.
- 11.10.2 Badger and water vole have been identified within the survey areas, as well as a range of wintering and breeding bird species associated with the habitats found in the local area. Great crested newts were identified at two locations alongside the route.
- 11.10.3 Most of the open land crossed by the Scheme is arable farmland, including the footprint of the travel hub. This is generally of little importance for wildlife. Coton Orchard (recently designated a county wildlife site), the scrubland and young woods on the east side of the M11 (designated a city wildlife site), and Bin Brook (also a city wildlife site) are locations of greater importance and interest. The 100-year-old Coton Orchard, though now much depleted, is considered to be of County importance for terrestrial invertebrates, as well as providing a refuge for a range of animals and birds.
- 11.10.4 There are also several hedgerows crossed by the Scheme that are in various conditions. The Coton path hedgerow crossed by the Scheme is designated a county wildlife site.
- 11.10.5 Madingley Wood is a Site of Special Scientific Interest (**SSSI**) abutting the A1303 Madingley Road, approximately 260m north and uphill of the Scheme. The importance of this and similar more distant habitats for bats, including barbastelle bat, is recognised, and an extensive programme of bat surveys has been a feature of the ecological assessment. A special assessment of potential impacts on barbastelles has been undertaken, using radio tracking assessments to allow more precise information on their movements.
- 11.10.6 Detailed Information about the ecology along the route and describing the predicted impacts and effects of the proposals is provided in ES Technical Report 5 – Ecology [**CD1-11.05**], which is supported by 18 detailed appendices [**CD1-11.05 TR5.01 - CD1-11.05 TR5.18**]. Information on the Scheme's impacts on trees is provided in ES Technical Report 14 – Arboriculture Report [**CD1-11.14.01**] and its supporting appendices [**TR1-11.14.02 – TR1-11.14.04**].

11.11 Ecology: Designated sites and habitats

- 11.11.1 Eversden and Wimpole Woods, located approximately 6.5km south of the Scheme, are together internationally designated as a Special Area of Conservation (**SAC**) due to the summer maternity roost of barbastelle bats that they support. Several mitigation measures are included in the Scheme proposals to ensure adverse effects on bats that may originate from the SAC are avoided. Monitoring of habitats and mitigation features will be undertaken to determine effectiveness of mitigation of potentially likely significant effects and identify any appropriate remedial actions. These are described in full in the Habitats Regulation Assessment report [**CD1-11.05 TR5.11**] and are summarised later, under coverage of bats (see Section 11.13).
- 11.11.2 Other statutorily designated sites, including Madingley Woods SSSI located 260m north and uphill of the Scheme; Caldecote Meadows SSSI, 1.6km south; Hardwick

Wood SSSI, 1.7km south; as well as Eversden and Wimpole Woods SAC will be unaffected, either directly or indirectly, by the Scheme proposals (see below at Section 11.13 for bats).

- 11.11.3 Of the 12 non-statutory sites located within 1km of the Scheme, four are located within the Order Limits, namely Coton Orchard and the Coton Path hedgerow (both county wildlife sites), and the scrub east of the M11 verge and Bin Brook (both city wildlife sites).
- 11.11.4 Due to the extent of habitat loss within the Coton Orchard County Wildlife Site, the effect on this non-statutory designated site is considered to be significant at a county scale. There will be no significant effects on the other three sites, as explained below.
- 11.11.5 A little under 5% of the Coton Path hedgerow (up to ~300m²) will be removed, though no rare or notable plant species were recorded in the affected part. New hedgerows will be planted as part of wider landscaping and ecological compensation measures in the vicinity of the Coton Path hedge. Approximately 165m of new species rich hedgerow planting is proposed to the south of the existing hedge, in addition to woodland and grassland.
- 11.11.6 Approximately 0.4ha of the M11 scrub will be removed from the 2.3ha site, which has already been impinged by the West Cambridge development. Again, no rare or notable plant species were recorded in the affected part and this area has begun to succeed to woodland, rather than scrub which the site was originally designated for. Woodland planting has been incorporated into the landscape design near the M11 bridge and elsewhere within the Scheme to compensate for the loss of woodland habitat.
- 11.11.7 The Bin Brook habitat will be subject to negligible landtake (30m² and under 0.5% of the designated site). The affected area is already impinged by the existing brick bridge stanchions built into the banks of the brook. The notable pollarded willow trees will be unaffected, and water vole, evidence for which was noted south of the works, are expected to benefit from the wider flood mitigation measures that will be introduced south of the bridge. The footprint of the new bridge will be similar to the existing structure, and any change to shading on sensitive receptors in the watercourse will be negligible.

11.12 Ecology: Habitats

- 11.12.1 The Scheme and its construction will result in the loss of habitats of several types, including common and widespread habitats, as well as more noteworthy Habitats of Principal Importance (**HPIs**). The affected HPIs comprise 3.9 hectares of broadleaved woodland, 1.82 hectares of lowland mixed deciduous woodland, 0.42 hectares of traditional orchard and 4,870m of hedgerow. The area of non-traditional orchard habitat affected is 1.32 hectares.
- 11.12.2 The Scheme alignment and design has been devised and refined to limit the extent of habitat loss as far as practicable. Construction compounds are located within lower value habitats. Compensatory habitat is included as part of the Scheme proposals, often serving as wider mitigation for potential landscape impacts. These have been conceived to maximise biodiversity benefits through the selection of native plant species and habitats of higher ecological value, such as lowland mixed deciduous woodland and scrub.
- 11.12.3 Woodland planting is located to complement existing woodland outside of the Order Limits. Other areas of habitat have been included within the landscape proposals to support certain groups and species of animal (notably bats).
- 11.12.4 Several attenuation ponds along the route have been designed to maintain wet habitat where possible, so benefitting general biodiversity and increasing habitat complexity.

Ponds west of the UoC sports ground, southwest of the M11 overbridge, and alongside Callow Brook will hold water on a more permanent basis.

- 11.12.5 Proposals for habitat compensation within wider landscape plans have been conceived with regard to the impacts on HPIs, primarily hedgerows and woodland. Wider habitat creation will be provided offsite for HPIs where this is needed to compensate for a likely significant effect, proposals for which are being developed and will be agreed in due course (please see the BNG section below (section 11.18)).
- 11.12.6 Despite the habitat creation within the Order Limits, there will be significant effects due to impacts on two HPI habitats. The loss of 0.42ha of traditional orchard will not be compensated for within the Order Limits as its specific management requirements and the relatively small area concerned would preclude its creation near the busway. Similarly, a net loss of 1.29km hedgerow will not be mitigated within the Order Limits as this may not accord with wider landscape principles. The loss of both of these habitats will be a significant effect of importance at a county scale.
- 11.12.7 The loss of 1.82ha of lowland mixed deciduous woodland HPI will be mitigated, as there will be a net increase by 5.71ha within the Order Limits in the area of lowland mixed deciduous woodland, and although it will take 10 years for the new trees to reach a level of maturity essential to HPI qualification, at this scale of replacement, the Scheme's impact on this habitat will not be a significant effect.
- 11.12.8 The impact of loss of traditional orchard and hedgerow habitat could be compensated for through habitat creation offsite, although as the location for this is unconfirmed at the time of writing this remains a mitigation option. The offsite compensation proposed would be a suitable solution as the habitat could be more effectively managed and might provide wider ecological benefits through its relationship with other habitat types.
- 11.12.9 This offsite compensation will be a step in achieving the wider ambition of BNG. The Biodiversity Metric will be used to ensure that the area and type of habitat to be created will be sufficient to compensate for those HPIs that are lost to the Scheme. Due to the difficulty of creating certain habitat types and the time that it will take for them to establish, habitats would be replaced in proportionately larger amounts. The compensation ratio of traditional orchard will be approximately 2 to 1, with the created habitat including a range of fruit and nut varieties, and a grassland understorey managed in a low intensity way. The compensation ratio for hedgerow HPI will be a 1.2 to 1.

11.13 Ecology: Bats

- 11.13.1 No bat roosts have been identified that will be directly impacted or otherwise affected by the Scheme proposals (such as by noise or light pollution), although there are some 45 trees that are suitable for use by roosting bats that will be felled or remediated (e.g. pruning or pollarding) for health and safety reasons. Re-survey prior to works commencing will therefore be necessary to guide detailed design and construction proposals for necessary mitigation measures then to be developed in consultation with council wildlife officers. Additionally, 7 buildings have been recorded to have high suitability for roosting bats. These buildings were not subject to further assessment as none of these buildings would be subject to direct effects. However, as indirect effects (such as by noise or light pollution) may occur, an assumed presence of roosting bats will therefore be necessary to adequately inform mitigation through sensitive construction, detailed in the CoCP [CD1-26].
- 11.13.2 Habitats used by bats for commuting and foraging, such as broadleaved woodland, scattered trees, hedgerows, orchard, scrub and grassland, will be impacted, as described within the habitats section above. Some of this will be replaced and will re-establish over time; other habitats will be lost permanently. Removal of these habitats will reduce available foraging areas and may also cause minor severance of routes

identified as being used by bats commuting between roosts and feeding areas. Bats, including barbastelles, would be capable of crossing habitat gaps during construction, given that they typically cross open habitats. Habitats lost to the Scheme are widely represented in the wider local landscape and provide alternative foraging areas, with no likely significant effects. However, the landscaping strategy has been designed to replace existing bat foraging and commuting habitat to be lost to the Scheme (i.e., hedgerows, tree lines and grassland), and to provide habitat enhancement.

- 11.13.3 Although construction will be principally a daytime activity, construction and security lighting could deter feeding and commuting bats, although this risk will be minimised by specification of low intrusion lighting and further mitigation approaches detailed within the CoCP [CD1-26]. For the small number of permanent lighting points, located around junctions and hubs, these will adhere to required road lighting specifications. Lighting specifications and approaches are subject to ongoing liaison with Natural England.
- 11.13.4 In the longer term, there is a very low risk of collision with buses. Although the Scheme will operate single decker buses (around 3m high), at specific times and during certain seasons, there remains a collision risk given that most species, other than noctule, Leisler's bat and serotine, have been recorded to fly below 4m. Landscaping proposals including planting of woodland, trees and hedgerows have been included at points where the Scheme intersects with identified bat commuting routes. These use sloping topography and/or more mature standard trees to raise the flight height of bats, within their natural flight range relative to the ground level and traditional flight path, such that they fly over the buses, with a planned flight height of 4m plus. The mitigation design aims to reduce required energy expenditure and allows for at least a 1m buffer and accounting for any reduction in flight height of young, inexperienced flying bats when crossing the gap. Consultation with Natural England is ongoing to reduce the gap between the canopy heights to less than 20m where possible, to encourage bats to maintain their elevation over the route. Mitigation will be fully functioning when the route is operational. Monitoring will be undertaken of landscape mitigation features that are designed to encourage higher flight paths to verify the effectiveness of the mitigation features and determine whether bats cross at safe heights (i.e. >4m). Any need for remedial action will be implemented.
- 11.13.5 The use of landscape mitigation features (sometimes referred to as "hop-overs") is considered proportionate to the very low risk of traffic mortality impacts from the Scheme. The buses are expected to run between 6am and midnight, thus the main risk window of collision being between sunset and midnight, with a small window of risk pre-dawn. The risk is considered to be very low, given the low frequency of bat crossing (particularly from barbastelle bats) recorded during surveys and the low frequency of bus movements on the Scheme (maximum 20 per hour), and limited operation of the bus through the night (sunset to midnight and sunrise to 6am (during spring and autumn)). This minimises the time overlap between emerging bats and midnight being greatly reduced in the peak of summer. The two-lane Severed is relatively narrow, limiting the distance bats will need to travel between severe habitat features. As noted above, landscape mitigation features, alongside the low risk of collision that the Scheme creates, is subject to ongoing liaison with Natural England.
- 11.13.6 Taking account of all these measures, which are described in more detail in ES Technical Report 5 – Ecology [CD1-11.05], significant adverse effects on bats are unlikely.
- 11.13.7 Natural England's comments regarding the Scheme's predicted effects on bats have been received and are noted. All points raised by Natural England are subject to further liaison and agreement.

11.14 Ecology: Badgers

- 11.14.1 Although the assessment provides a comprehensive picture of where badgers are located currently, re-survey will be required prior to works commencing. There are five

badger setts within the Order Limits, and a further three within 30m of them. A range of measures are included in the CoCP [CD1-26] that will dictate how disturbance during construction will be minimised, and how intervention at the setts, if required, will be undertaken.

- 11.14.2 On the completed Scheme, badger-proof fencing will be installed as necessary, particularly where the busway severs common commuting routes, foraging areas and is near to setts. Underpasses will be installed under the route within sensitive areas to allow badgers, as well as other wildlife, to cross safely. The location of these underpasses will be determined at detailed design stage.
- 11.14.3 With these measures in place, significant effects on badgers, both during construction and operation, will be unlikely.

11.15 Ecology: Terrestrial invertebrates

- 11.15.1 A sizable area of habitat mosaic in Coton Orchard (2.2ha) will be lost to the Scheme, which contains a notable diversity of invertebrate species, with 14 that are nationally scarce including eight beetles, two bees and four moths. There will be sufficient remaining habitat in the orchard to continue to support this invertebrate community, but given the range and number of species, and rarity of some, the impact will result locally in a significant adverse effect. Provision of compensation habitat may mitigate this in the longer term.

11.16 Ecology: Other fauna

- 11.16.1 Other species or groups of animals, including brown hare, otter, water vole, barn owl, breeding and wintering birds, reptiles, great crested newt and white-clawed crayfish will not be subject to significant effects.
- 11.16.2 Great crested newts have been recorded within two ponds adjacent to the Order Limits. As set out in the mitigation register, mitigation will be achieved through application to Natural England, either in the form of a European Protected Species Licence under The Conservation of Habitats and Species Regulations 2017; or through District Level Licensing at a county level.
- 11.16.3 There is no definitive evidence of otter and white-clawed crayfish in the study area. Re-survey for these species prior to works commencing will be necessary to guide detailed design and construction proposals in order for necessary mitigation measures then to be developed by the principal contractor in consultation with council wildlife officers.
- 11.16.4 Water voles are known to occur along Callow Brook within the Order Limits, and near to the Bin Brook crossing. Re-survey will be undertaken prior to works commencing to determine any specific mitigation measures that may be required, but the application of general mitigation measures set out in the CoCP [CD1-26] will ensure the protection of voles during construction.
- 11.16.5 No reptile populations were identified within the Order Limits, although previous records of nearby grass snake and common lizard, and the presence of suitable habitat within the Order Limits, suggest the possibility of their occurrence. Application of measures set out in the CoCP [CD1-26] will be sufficient to protect reptiles.
- 11.16.6 Overall, no likely significant effects on other fauna are predicted.

11.17 Ecology: Arboriculture

- 11.17.1 There are several locations where trees will be impacted by the Scheme. Arboricultural assessment has been undertaken in respect of those trees considered notable due to their size, or where they possessed or contributed to ecological and landscape value,

this has been identified by complementary disciplines. The arboricultural assessment is described in Technical Report 14: Arboriculture [**CD1-11.14.01**].

- 11.17.2 Additional studies were undertaken to supplement the general assessment of trees. These have focused on the status of the oldest apple trees in Coton Orchard potentially affected by the Scheme, together with a mitigation and compensation strategy; and by an assessment of risks to TPO status trees along the Rifle Range track, together with mitigation proposals to deliver long term protection of the trees from potential impacts of the Scheme.

Coton Orchard

- 11.17.3 Focusing on the trees in Coton Orchard, the designated orchard area combines areas of orchard and scrub woodland. There is also a line of poplar trees forming the eastern boundary.
- 11.17.4 The orchard areas are principally of trees on dwarfing rootstocks planted in a regular grid pattern. Whilst the orchard is not currently managed commercially, the principal areas of dwarf trees complement a small number of mature orchard trees. The area considered by the ecological assessment to merit qualification as traditional orchard is far less than that noted in the Natural England Priority Habitats Inventory.¹⁰ Coton Orchard's remaining traditional orchard area is considered to be 3.7ha rather than the 9.61ha recorded in the inventory. Of this, the Scheme is estimated to displace 0.42ha.
- 11.17.5 The area of the orchard containing the old trees includes 13 live specimens of Bramley apple, 12 of which are believed to date from the foundation of the orchard in (or soon after) 1922. Tree T1 is a stump and tree T14 appears to be a smaller tree than the others indicating that it was probably planted as a replacement tree and is not an original. Since completion of the ES, 13 trees have been made the subject of a TPO by the local planning authority.
- 11.17.6 Analysis of these 13 trees in 2022 in terms of their potential veteran status is provided in Appendix TR14.1 [**CD1-11.14.02**]. This assessment considered that for the purposes of the NPPF [**CD8-01**] two trees T9 and T12, are considered to be of veteran status. The remaining 11 trees were not considered to be veteran trees.
- 11.17.7 Appendix TR14.2 [**CD1-11.14.03**] provides mitigation (including compensation) options aimed to avoid or minimise impacts to the six original trees that are situated within the Order Limits. For the three trees at the edge of the Order Limits (namely T5, T9 and T10) impacts to the structural tree roots together with the above ground parts of the tree will be avoided based on detailed design of the busway and the emergency access/maintenance track. TR14.2 [**CD1-11.14.03**] provides intervention options both for protecting and enhancing the rooting environment and the above ground environment of these trees. In addition to intervention options, reference is made for alternative options, including translocation of trees T6, T7, and T8, orchard restoration, new planting, monitoring and genetic conservation.
- 11.17.8 Notwithstanding the assessment in the ES, the Applicant's position is that even if the 12 oldest trees in the Orchard are treated as veteran trees, then: (1) the Scheme will not result in their loss or deterioration, given the aforementioned avoidance and mitigation measures, as well as the use of translocation; and (2) even if some loss or deterioration does result, then wholly exceptional reasons and a suitable compensation strategy exist.
- 11.17.9 Finally, as to the TPO relating to the Orchard, the Applicant's position is that the assessment of the local planning authority's officers (who did not recommend the

¹⁰ This is a spatial data-set that maps priority habitats and is available at <https://naturalengland-defra.opendata.arcgis.com/search?collection=Dataset&q=habitats>

making of the TPO) is correct. In any event, there will be no material impact on the amenity arising from any work to or loss of these trees; and the TPO does not result in any legal impediment to the Scheme.

Other trees

- 11.17.10 In addition to the orchard, TPOs are in place for a copper beech and a pair of black pine at the rear of gardens of properties on Herschel Road, Cambridge, close to the route of the busway and emergency access and maintenance track, alongside the Rifle Range track adjacent to the University Rugby Ground. The Scheme proposals include measures to ensure that impacts on these trees are avoided (see TR14.3 [CD1-11.14.04]).
- 11.17.11 Appendix TR14.3 [CD1-11.14.04] outlines design and construction options to mitigate the risk of damaging the three TPO designated trees alongside the Rifle Range track. Having several potential solutions in place provides confidence that an acceptable solution can be achieved. These methods have been discussed with and endorsed by the local planning authority's tree officer.
- 11.17.12 No other notable trees or groups of trees are potentially affected by the Scheme proposals.

11.18 Ecology - Biodiversity Net Gain

- 11.18.1 The grant of planning permission for the Scheme will not be subject to the statutory condition in paragraph 13(2) of Schedule 7A to the TCPA 1990 [CD5-08, page 730]. The reason for this is that the relevant provisions of the Environment Act 2021 [CD5-21] (which inserted Schedule 7A into the TCPA 1990) have not been brought into force for cases such as the present where planning permission is deemed to be granted pursuant to section 90 TCPA 1990 [CD5-08, page 186]: see the transitional provisions in regulation 2 of the Environment Act 2021 (Commencement No.8 and Transitional Provisions) Regulations 2024 [CD5-23, page 2].
- 11.18.2 Nevertheless, the Applicant is committed to achieving no less than 10% BNG. This is in line with (amongst other matters) the Greater Cambridge Shared Planning Biodiversity SPD [CD7-12] and the Doubling Nature Vision, adopted by South Cambridgeshire Council. To that end the Applicant has proposed an appropriate planning condition to secure this outcome.
- 11.18.3 If, contrary to the primary position set out above, paragraph 13(2) of Schedule 7A to the TCPA 1990 [CD5-08, page 730] does apply, then the Applicant's position is that:
- (a) The Scheme can satisfy the statutory condition in that provision; and
 - (b) If, contrary to the preceding subparagraph, the Scheme is unable to satisfy the statutory condition, then paragraph 13 of Schedule 7A to the TCPA 1990 [CD5-08, page 730] should be disapplied by a new provision to be inserted into the draft Order. In those circumstances the attainment of 10% BNG will be secured by the bespoke planning condition proposed by the Applicant.

11.19 Water resources

- 11.19.1 Details on the assessment of impacts on water resources are provided in ES Technical Report 13 – Water Environment [CD1-11.13.01]. The Scheme crosses two watercourses (Bin Brook and Callow Brook), several land drains and overlies a principal aquifer, which is itself overlain by a thick clay layer. Embedded mitigation in both design (through the drainage strategy) and construction (through the CoCP [CD1-26]) has been devised to ensure that risks to water resources are kept to a practicable minimum, and that there will be no likely significant effects.

- 11.19.2 The Scheme design has embedded within it the necessary measures to ensure that impacts on the water resource are mitigated and permanent significant effects are avoided. A surface water drainage strategy includes sustainable drainage measures to ensure that the Scheme has a negligible impact on water quality or quantity.
- 11.19.3 The CoCP [**CD1-26**] outlines the measures that will be used during construction to ensure the protection of surface water and groundwater resources; for example, through leaks and spillages of chemicals, or from impacts near watercourses or over groundwater resources. No dewatering, where groundwater or surface water is removed or drained, is proposed during construction. Based on these assumptions, no significant effects will occur during the construction of the Scheme.

11.20 Flood Risk

- 11.20.1 The majority of the Scheme is assessed to be at low risk of surface water flooding. Certain other sections of the Scheme are assessed to be at a high and medium risk of surface water flooding. These areas are located along Callow Brook, east of Cambridge Road and near the Scheme's crossing of Bin Brook.
- 11.20.2 The primary influences of the proposed works on flood risk are associated with:
 - (a) The Bin Brook Crossing;
 - (b) Crossing of smaller watercourses; and
 - (c) Increases in surface water runoff as a result of the Scheme.
- 11.20.3 Hydraulic modelling of the Bin Brook crossing was prepared using various baseline models provided by the Environment Agency. This was used to establish flood levels along Gough Way, upstream of Bin Brook crossing. Having completed a hydraulic model of the Bin Brook in 2023, this was submitted in September/ October 2023 to the Environment Agency for review as part of pre-application discussions for the Scheme. In November 2023, the Environment Agency provided a detailed response listing areas of concern where amendments or clarifications were required. The Environment Agency subsequently confirmed, in December 2023, that addressing the core points raised (those potentially affecting the outcome of the study identified as red and yellow items in their review RAG sheet) should resolve their concerns regarding the model.
- 11.20.4 Revisions were made to the hydraulic model to address the core concerns raised by the Environment Agency and the outputs from the updated modelling used to inform the Flood Risk Assessment (Appendix TR13.1 [**CD1-11.13.02**]) which has been submitted in support of the Application.
- 11.20.5 In response to the submission of the Application the Environment Agency submitted an objection (OBJ301) [**CD2-OBJ-301**]. This was submitted as a holding objection pending the Environment Agency's review of the updated model to ensure it had addressed their previous concerns. The modelling and associated reporting were provided to the Environment Agency in February 2025. Confirmation from the Environment Agency that their concerns have been suitably addressed is awaited.
- 11.20.6 The modelling indicates that the introduction of the new Bin Brook crossing will have little impact on the flood risk, showing minimal change in predicted flood extents for the 1% AEP event with 19% climate change allowance, and showing increases of between 10mm to 50mm in peak flood depth over an existing flood depth of approximately 900mm within the Order Limits.
- 11.20.7 Outside of the Order Limits, water levels decrease along the Bin Brook downstream of the proposed route, so reducing flood risk to third parties. Water levels along Bin Brook upstream of the crossing point would be similar to the baseline, with minimal 8mm increases in depth over a short reach of the watercourse. These increases are within

areas already inundated by up to 900mm, and the flood extent is not increased such that it would affect any additional buildings or assets.

- 11.20.8 The small watercourse crossings have been sized using the 0.1% AEP peak flows, which are greater than the 1%AEP +40%CC peak flows, to account for the lifetime of the Scheme.
- 11.20.9 An increase in impermeable surfaces will not lead to an increase in surface water flood risk, with the implementation of the surface water strategy.
- 11.20.10 The proposed Scheme will:
- (a) be safe from flooding for its lifetime;
 - (b) not materially increase flood risk and hazard to third parties upstream of the Scheme;
 - (c) not materially decrease flood risk and hazard to third parties downstream of the Scheme; and
 - (d) mitigate the impact of runoff from increased impermeable areas via Sustainable Drainage Systems (**SuDS**).
- 11.20.11 Therefore, it is considered that the Scheme will have a de minimis impact on flood risk and accords with the planning practice guidance.

11.21 Land and contamination

- 11.21.1 Detailed information on this issue is provided in ES Technical Report 11 – Soil, Geology and Land Contamination [**CD1-11.11.01**]. Much of the land affected by the Scheme is agricultural and of high quality. Up to 45 hectares of this will be lost because of the Scheme, although six hectares will be used only temporarily during construction and will be restored. Nevertheless, despite the extensive resource in the area, this scale of loss will be a significant effect.
- 11.21.2 The Scheme will affect no mineral resources. The potential for impacts on contaminated land is limited, though more notable at Bourn Airfield. Risks from this would be addressed during the regeneration of this site, following all legal requirements to protect people and the environment. More generally, good practice, in line with the CoCP [**CD1-26**], will ensure that the risks of effects from contamination on human health and controlled waters during the construction and operation of the Scheme will be negligible.

11.22 Socio-economy and health

- 11.22.1 Detailed coverage of the assessment of impacts and effects on housing, jobs and employment, local access and health is provided in ES Technical Report 4 - Community and Human Health, Land Use and Land Take [**CD1-11.04**]. The great majority of these effects will be beneficial.
- 11.22.2 Considering first the permanent impacts and effects on homes and the economy, the proposed developments at Bourn Airfield and Cambourne West are dependent on the introduction of the Scheme. The proposal for 3,500 new homes (40 per cent of which should be affordable) at Bourn Airfield is explicitly tied to the provision of the Scheme (or an equivalent public transport link), with no more than 500 homes permitted until the Scheme is in place. At Cambourne West a total of 2,350 new homes, 850 new homes (30% of which should be affordable housing) are explicitly tied to the provision of the Scheme (or an equivalent public transport link).

- 11.22.3 The LVU at Bourn Airfield and Cambourne West due to the Scheme is £222M. This is key to ensuring that the potential for housing growth and, with it, the additional workforce that becomes available to local businesses, is realised.
- 11.22.4 Considering the permanent impacts and effects of the Scheme on local community access and recreation, there will be a very large permanent and significant beneficial effect for walkers, cyclists and horse riders due to the new active travel route, which will support travel for recreation and commuting between communities along the Scheme and provide a continuous path into Cambridge.
- 11.22.5 The city wildlife site east of the M11 verge is designated as open space, though this is of very low quality currently. Replacement open space provided on land west of the M11 will be larger and of superior quality, representing a permanent moderate and significant beneficial effect.
- 11.22.6 As mentioned earlier under transit and access, a bridleway will be permanently diverted increasing the journey length by approximately 300m, constituting a permanent moderate and significant adverse effect, although the path is believed to be little used.
- 11.22.7 Considering agricultural use, there are several agricultural land holdings that will be crossed by the Scheme resulting in permanent land take and requiring access across the route to be provided to ensure that fields can continue to be farmed. For affected landholdings, land take will be small as a proportion of the total and there will be no significant effects on farm viability. There will be land take from Coton Orchard, affecting about 20% of the remaining part. As the orchard has not been managed commercially for some time, the sensitivity is considered low and the effect is not significant.
- 11.22.8 Considering the permanent effects of the Scheme on human health, the Scheme will connect people socially and economically, with health implications for the communities it serves. It has the potential to enhance health by shaping access to services and opportunities, through physical activity levels, or by improving environmental conditions, such as air quality.
- 11.22.9 There are clear health benefits from the Scheme, including better connectivity and easier access to health facilities in Cambridge, including Addenbrooke's and Papworth hospitals; facilitated active travel through the provision of cycling and walking along the length of the Scheme; and by improved air quality in most parts of the study area.
- 11.22.10 Regarding the temporary construction effects of the Scheme, there are several adverse effects predicted temporarily during construction, including noise and vibration impacts and reductions in visual amenity, which have been described above. These could in turn result in adverse impacts for local residents' mental health. Noise and vibration effects will be limited and of short duration. Visual amenity will improve as mitigation planting matures and increases the level of screening of the Scheme.
- 11.22.11 During construction, some 955 full time equivalent jobs are estimated to be generated, with the great majority of these (circa. 860) being within South Cambridgeshire. While this is notable, it is not considered to be a significant benefit in the context of South Cambridge and the City of Cambridge employment as a whole.
- 11.22.12 There will be no community land or facilities directly affected temporarily during the construction of the Scheme. Several community facilities and businesses will experience minor disruption to access but, with careful management in line with the CoCP [CD1-26], effects will be no more than minor and not significant.
- 11.22.13 One exception is due to the temporary occupation of agricultural land. A construction site alongside Bin Brook will temporarily displace around 1.5ha of land currently used

for grazing on a tenanted basis. At around 15% of the total holding, this is considered a significant adverse effect for the farmer.

11.23 Greenhouse gas emissions

- 11.23.1 The ES Technical Report 6 – Greenhouse Gases [CD1-11.06] describes the detailed findings of the assessment of likely significant effects of the Scheme on climate. The balance of carbon emissions will reflect both those that result from the construction and operation of the Scheme (infrastructure emissions) and the savings that will arise as people move from more carbon polluting forms of travel (road vehicle) to less polluting (public transport, foot and cycle).
- 11.23.2 Over 60 years, operational savings (from people switching how they travel and changes in traffic flows) are estimated to reduce emissions by around 36,000 tonnes of CO₂ equivalent (denoted as tCO₂e). These benefits need to be compared against the carbon embedded in the construction materials used to build the Scheme (about 29,000 tCO₂e) and from changes in vegetation (about 2,000 tCO₂e), resulting in a net saving of about 5,000 tCO₂e over the 60-year assessment period. This is a minor benefit given the time taken to reach net zero and the relatively small overall carbon reduction. However, when combined with numerous other measures that are expected to be introduced by the GCP to limit car use in and around Cambridge, there is potential for net savings of about 47,000 tCO₂e, making the Scheme carbon neutral around 2045. This would be a significant beneficial effect.

11.24 Material use and waste

- 11.24.1 The ES Technical Report 10 – Materials Assets and Waste [CD1-11.10] describes the detailed findings of the assessment of impacts and effects from the consumption and use of material assets, and the generation and disposal of waste. The CoCP [CD1-26] will impose requirements for using building materials and generating waste in accordance with principles of sustainable development. This means maximising the reuse of excavated soil within new earthworks and ensuring that waste management accords with best practice. This will ensure that a significant effect is not triggered.
- 11.24.2 There is an assumed need to export some waste to landfill, although the contractor assigned to design and build the Scheme will be incentivised to minimise this. The impact from waste on existing landfill capacity in the east of England (38.1 Mm³) will be less than 1% of regional capacity, and hence not give rise to a likely significant effect.

11.25 Cumulative effects

- 11.25.1 The environmental assessment also considered how effects from the Scheme might be experienced along with those of other nearby (within 2km) schemes. The assessment teams considered potential developments whose impacts might intensify, broaden or prolong those of the Scheme, based on available information, and whether significant cumulative effects would be likely.
- 11.25.2 No significant cumulative effects are predicted other than from construction noise due to works at Bourn Airfield and West Cambridge should these occur at or around the same time as those for the Scheme.

12. LAND AND PROPERTY (INCLUDING COMPULSORY ACQUISITION)

12.1 Introduction

- 12.1.1 This section sets out:
- 1) the land and property requirements for the Scheme;

- 2) the approach taken to secure land;
 - 3) efforts made to negotiate agreements with affected parties; and
 - 4) explains the justification for compulsory purchase powers to ensure timely land assembly in accordance with relevant government guidance.
- 12.1.2 The Applicant seeks the powers to compulsorily acquire land, or rights over land needed to construct, operate and maintain the new busway.
- 12.1.3 In preparing and making the Application and preparing this Statement, the Applicant has had due regard to the CPO Guidance [CD8-28]. This section of this Statement has been prepared to demonstrate accordance with the CPO Guidance, the ALA 1981 [CD5-05], TWA [CD5-09] and associated Rules [CD5-17]; the Human Rights Act 1998 [CD5-11]; Equality Act 2010 [CD5-13]; and the DfT guidance "Transport and Works Act orders: a brief guide (November 2013) [CD8-19].
- 12.1.4 The purpose of the compulsory acquisition powers in the Order is to enable the Applicant to construct, operate and maintain the Scheme. The specific compulsory acquisition powers sought by the Applicant are set out in full in Part 3 of the draft Order [CD1-02, pages 12-18].
- 12.1.5 The Scheme's land requirements are informed by the Applicant's appointed designers who have optioneered and developed the busway design over the duration of the Scheme.
- 12.1.6 The acquisition proposals are categorised as follows:
- (a) Permanent land acquisition is required for the construction, operation, and maintenance of the busway infrastructure, including a proposed Travel Hub and exchange land to replace the open space required for the Scheme. The busway infrastructure will consist of a dedicated transport corridor with associated access points, stops, and connection points to integrate with the existing road and public transport network. The Travel Hub will provide parking capacity to support sustainable travel options, encourage patronage reducing congestion and facilitate use of the busway.
 - (b) New rights are sought in respect of connecting into existing watercourses to provide an adequate drainage design for the Scheme to provide a self-contained drainage system, resilience to weather conditions and compliance with environmental regulations. The integration of drainage connections into existing watercourses will help manage surface water runoff, preventing flooding and maintaining operational reliability.
 - (c) New rights are sought in respect of running the bus services through the West Cambridge Campus on the existing Charles Babbage Road, a private road owned and maintained by the freehold owner. Connections to Madingley Road are also facilitated by new rights, to be used for situations where service perturbation occurs on the guided busway south from the West Cambridge Campus to Grange Road.
 - (d) Where new rights relate to installing apparatus underground, restrictive covenants protecting that apparatus are also sought.
 - (e) The Applicant has considered where the beneficial ownership of the relevant land need not be taken from the current owner for the works in the relevant land to be implemented and maintained. The implementation of the works will often take place following temporary powers being exercised by the Applicant which may include the suspension of the ability of the owner and others to access the land whilst works are carried out. The permanent new rights would then be relied upon

including, where necessary, restrictive covenants to protect the installed works from interference.

- (f) Temporary land requirements relate to construction working areas, and contractor works compounds expected to comprise of welfare facilities, offices, contractor parking and plant and materials storage. There are several temporary compounds located along the route to support construction delivery and minimise disruption to the existing road network and nearby communities. Welfare and office facilities will provide amenities for construction operatives and management staff. Storage areas will accommodate construction materials, machinery, and equipment. The compounds will be fenced and secured. The extent of the compounds required have been determined by way of a combination of existing physical boundaries and constraints and the anticipated space requirements of the relevant Scheme elements for which the working space and compounds will be utilised. Land which is required for temporary possession will, after completion of the construction works, be restored and returned to the existing owners

12.1.7 The Order also seeks to confer powers on the Applicant to enter land to carry out surveys.

12.1.8 A significant proportion of the works proposed by the Scheme are within land/property which is already within the freehold ownership of the Applicant or land/property over which the Applicant has entered into an agreement.

12.2 Application of the CPO Guidance to Land Assembly

12.2.1 As is set out above, the Scheme is needed to address existing identified constraints on the future growth and success of Greater Cambridge and unlock identified opportunities for growth; in terms of both housing and the economy.

12.2.2 Accordingly, the Applicant considers that a compelling case in the public interest has been made, supporting the principles outlined in paragraph 2 of the CPO Guidance [CD8-28, pages 6-7].

12.2.3 The Applicant considers that the scale and nature of the Scheme requires the making of the Order to enable the Order Land in its entirety to be assembled in the Applicant's ownership and the Scheme to be delivered with certainty and within a reasonable timescale. The Applicant considers that this approach is in accordance with paragraph 1.2 of the CPO Guidance [CD8-28, page 6].

12.2.4 The Applicant has followed best practice in land assembly, ensuring compliance with the principles set out in the CPO Guidance [CD8-28].

12.2.5 To support land assembly, the Applicant has:

- (a) Prioritised voluntary acquisition by engaging with affected landowners at an early stage to seek agreements first, in line with the CPO Guidance's recommendation that acquiring authorities take reasonable steps to negotiate land acquisition before resorting to compulsory purchase.
- (b) Secured key land agreements by entering into agreements with the owners of the former Bourn Airfield land, land to the east of Broadway, Cambourne, and the UoC in respect of its West Cambridge Campus. These agreements follow a proactive approach to minimise the need for compulsory acquisition.
- (c) Sought to negotiate and issue Heads of Terms. Almost all remaining landowners have been issued Heads of Terms, with a number of negotiations actively progressing. The Applicant and its advisors continue to work towards securing agreements where possible.

- (d) The Applicant and its advisors have been carrying out extensive engagement and negotiations with affected landowners. The Applicant will continue to seek to acquire the land/property interests by agreement in parallel with the proposed making of the Order.
- (e) In the promotion of compulsory purchase powers, the Applicant has sought to ensure that the extent of land acquisition is kept to the minimum required to deliver the Scheme. Where feasible, alternatives to freehold acquisition have been sought, including:
 - i. Temporary possession powers – Used for construction compounds, working areas, and access routes rather than permanent land take.
 - ii. New rights acquisition – For example, securing the ability to run bus services through the West Cambridge Campus on Charles Babbage Road, rather than acquiring the road itself.
 - iii. Restrictive covenants – Protecting installed works while allowing landowners to retain beneficial ownership wherever practical.

12.2.6 If the Order is made, the Applicant will, where required, serve the necessary compulsory acquisition notices (notice to treat/notice of entry) and/or execute general vesting declarations to permanently acquire the necessary land and/or property rights required to deliver and operate the Scheme. Where applicable, the Applicant will also serve the notices required under the Order to secure the temporary possession and/or use of land as required to construct the Scheme.

12.3 Proposed Land and Property Acquisition– Current Uses

- 12.3.1 The Works and Land Plans **[CD1-12.01]** identify the extent to which the Applicant may exercise the compulsory acquisition powers in relation to land situated within the Order Limits (**Order Land**).
- 12.3.2 The Book of Reference **[CD1-13]** details the owners and occupiers of land and property within the Order Limits and is to be read in conjunction with the Works and Land Plans which accompany the draft Order.
- 12.3.3 The proposed permanent and temporary land and property requirement impact is upon predominantly agricultural land but also includes development land and land where commercial activities are undertaken.
- 12.3.4 A section of the busway is proposed to run along existing and diverted highway corridors (known as on-highway running) at St Neots Road, to the north of Hardwick. Additionally, a private road known as Charles Babbage Road on the West Cambridge Campus is also proposed to be utilised in the same manner, with buses using the private highway alongside other authorised road vehicles. The land ownership pattern along the route is a mixture of freehold owner-occupier and freehold tenanted land held by private individuals, developers, institutions, and public bodies.
- 12.3.5 Set out below is a description of current land uses as they relate to the Order Land running from east to west.
- 12.3.6 The Order Land commences at Sterling Way, in Cambourne West, an existing housing development. Compulsory land acquisition powers are not sought over this land as there is a deed made under section 106 of the TCPA 1990 dated 29 December 2017 **[CD4-08]** providing for the transfer of the required land for a new bus only route, between Sterling Way and Broadway, to CCC. The land forming this area, which is within the Order as Work No.1, is excluded from compulsory acquisition powers by way of Article 23(3) **[CD1-02, page 21]** and Schedule 6 of the draft Order **[CD1-02, page 54]**. It is currently used as an access path.

- 12.3.7 Moving eastward, the Scheme passes through Bourn Airfield, a former military site that is partially put to agricultural and commercial "meanwhile uses" and is to be developed into residential housing in line with its planning permission. The busway will be accommodated within this development, in line with the approved masterplan for the development of the Airfield. CCC and the owner have reached agreement for the carrying out of works and provision of land for the Scheme in this location.
- 12.3.8 East of Bourn Airfield, the busway will run adjacent to the existing A428 road corridor before following the alignment of the existing St Neots Road. The ownership comprises a combination of Public Highway, National Highways land and some private ownership parcels.
- 12.3.9 The land required for the Park and Ride site is located to the north of Hardwick and the A428, to the east of Scotland Road. The land is presently put to agricultural use and is owned by a large-scale commercial farming business.
- 12.3.10 To the east of Hardwick, the busway alignment heads towards, and north of, the village of Coton before meeting the M11 motorway. Both of these areas are predominantly rural land principally put to agricultural use but with some parcels associated with adjacent residential and leisure properties. The land is owned by a combination of private landowners and UoC colleges. The Scheme will cross the M11 motorway by means of a new bridge to carry the busway over the M11 motorway.
- 12.3.11 To the east of the M11 is the UoC West Cambridge Campus, where the bus services will use the existing road alignment along Charles Babbage Road before turning south. The alignment then passes broadly southeast through rural fields put to agricultural use and owned by colleges of UoC before merging with an existing track known as the Rifle Range track. The busway alignment then follows the Rifle Range track, which will be rebuilt to form part of the busway, before it concludes at its junction with Grange Road.
- 12.3.12 Two buildings will require demolition to facilitate the Scheme. One building is located on the Western side of Bourn Airfield (Gofers House within plot 1-015 as shown on the Works and Land Plan [CD1-12.01, page 3]). The second is known as the Atlas Building on the West Cambridge Campus (plots 14-155b and 14-158b) [CD1-12.01, page 16]. Planning permissions for development that would include the demolition of those buildings have been issued. It is envisaged that both buildings will be demolished by their owners in advance of the Scheme commencing. It should be noted that no businesses are anticipated to require relocation as a consequence of the Scheme.

12.4 Diligent Enquiry

- 12.4.1 The Applicant has carried out diligent inquiry, as set out in the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 (**the 2006 Rules**) [CD5-18] to identify all the persons with an interest in the Land (the land shown on the Works and Land Plans [CD1-12.01], persons with a potential claim for compensation as a result of the Scheme, and a number of other potential parties and statutory designations). These persons have been consulted pursuant to Rules 13, 14 and 16 of the 2006 Rules [CD5-18, pages 24-30].

12.5 Land held by the Applicant

- 12.5.1 The Applicant already holds, often as highway authority, an interest in a number of plots which are subject to rights of others which are incompatible with the construction and operation of the Scheme. In order to ensure that any such rights can be overridden (and the persons benefitting from them are compensated for such removal) the Applicant's own land has been included within the Land to which compulsory powers are sought.

12.6 Permanent Land and Property Acquisition

- 12.6.1 In order to construct, operate and maintain the Scheme works to be authorised by the Order, permanent land take will be required from third-party land/property owners. Those plots of land identified as required on a permanent basis are shown coloured pink on the Works and Land Plans [CD1-12.01].
- 12.6.2 Powers of freehold acquisition are sought where there are physical works required to construct the busway system, or related activities such as drainage ponds. The freeholds of the proposed park and ride site and areas of replacement open space are also subject to freehold acquisition powers as are areas required for landscaping and other mitigation works. Freehold acquisition is proposed where the Applicant requires to have control of the land for the purposes of the Scheme.

12.7 Acquisition of Permanent New Rights

- 12.7.1 To construct, operate and maintain the Scheme works to be authorised by the Order, the acquisition of permanent rights in land/property is sought in situations where the Applicant believes it can carry out and maintain the required activities without the need for the freehold of the relevant land, and allowing the existing owner to continue to enjoy their land, albeit subject to the new rights (and where relevant the restrictive covenants) that are sought.
- 12.7.2 This principally relates to the installation of new underground drainage pipes below the surface of land but also applies to the relocation of existing infrastructure maintained by utilities, such as electricity distribution cables.
- 12.7.3 In certain circumstances, such as on the UoC's West Cambridge Campus, new rights to operate the proposed bus services on existing private roads (Charles Babbage Road) are sought.
- 12.7.4 In these situations, the existing owner will be able to continue to use their land for the purposes the land is currently used, but made subject to the rights sought by the Applicant and freehold acquisition is not required.
- 12.7.5 Schedule 7 of the Order [CD1-02, page 54] lists the plots in which powers are restricted to acquisition of new rights only (and restrictive covenants where provided for in schedule 7 of the Order), meaning the Applicant is not able to acquire the freehold of those plots by way of compulsory powers. Temporary use of those plots for construction purposes is also provided for by the Order. The relevant plots are shown coloured blue on the Works and Land Plans [CD1-12.01]. Those plots of land identified as required for new rights (and taken possession of on a temporary basis only) are listed in Appendix 2, Table 2.

12.8 Temporary Possession and Access

- 12.8.1 In order to construct the Scheme works to be authorised by the Order, temporary possession of land and the temporary use of land for access will be required over third-party land/property. Powers of temporary possession will be available over all plots for which the power of freehold acquisition or the acquisition of new rights has not commenced.
- 12.8.2 In addition, powers of acquisition, temporary possession of land/property may be required for a temporary worksite to construct the Scheme works. As set out above, those plots of land identified as required on a temporary basis only are listed in Appendix 2, Table 3.

12.9 Acquisition Strategy

- 12.9.1 From 2016 and prior to the design development stage, the then appointed land agents undertook initial assessments of land requirements and prepared early Property Cost Estimates. Subsequent work was undertaken to develop a register of landowners used for communication, consultation, and land access agreements for surveys.
- 12.9.2 The Applicant appointed land consultants, CBRE, in spring 2022 to engage with landowners, communicate the project proposals, gather feedback and seek agreements where possible. Accordingly, property owners whose interests were identified for compulsory acquisition on either a permanent or temporary basis were contacted and offered individual meetings where feasible. These meetings provided an opportunity to discuss the evolving Scheme requirements, present the developing design, and explore any concerns raised by landowners. Where possible, mitigation measures were identified and incorporated in advance of the Application to address landowner concerns and minimise disruption. During the design development stage in the 24 months prior to the submission of the Application an ongoing review of potentially impacted landowners and occupiers was progressed.
- 12.9.3 The pre-submission engagement process sought to bring about working relationships with affected landowners to allow issues to be identified early and addressed in a timely and appropriate manner. The Applicant has encouraged landowners to appoint agents to advise them.
- 12.9.4 Over this period, the Applicant and CBRE have conducted over 100 meetings with impacted landowners and occupiers. As the design has developed, these discussions have progressed to more detailed negotiations regarding the acquisition of interests necessary to construct and operate the Scheme. The impact of the Scheme on each landowner is unique and landowner sentiment differs. Accordingly, negotiations are advancing at different rates as the Scheme progresses.
- 12.9.5 The Applicant is committed to negotiating with landowners, seeking to reach a voluntary agreement in line with government guidance and best practice where possible. This approach aligns with best practice as set out in the CPO Guidance [CD8-28]. The CPO Guidance emphasises the importance of meaningful engagement, securing voluntary agreements where possible, and ensuring that compulsory acquisition is only pursued when necessary for the successful delivery of infrastructure projects.
- 12.9.6 The property owners whose interests were identified for compulsory acquisition on a permanent basis and temporary basis were written to and offered individual meetings, where this was possible, to discuss the potential Scheme requirements, the developing design for the Scheme, and how any concerns that were then raised at those meetings could be mitigated against in advance of the Application.
- 12.9.7 The pre-submission landowner engagement was both qualitative and meaningful to the extent that good working relationships were developed with a substantial number of landowners and any matters raised could be addressed in an appropriate and timely manner. It is important for the Applicant to take into account any concerns raised from property owners and to consider any reasonable adjustments that could be made.
- 12.9.8 As the design detail and construction methodology advances more detailed discussions and negotiations can be progressed as regards the acquisition, by negotiation, of the necessary proprietary interests required to construct and operate the Scheme. It is important to bear in mind that the impact for each landowner will be different and negotiations will advance at different times as the design for the Scheme crystallises.

- 12.9.9 The Applicant will seek to negotiate with impacted landowners and reach a negotiated settlement so as not to have to resort to powers of compulsion, where it is possible and reasonably practicable to do so.

12.10 Negotiation Progress

- 12.10.1 The Applicant has followed a negotiation-first approach, in line with the CPO Guidance [CD8-28], to secure land by agreement wherever possible. The Applicant has engaged with landowners and occupiers at each stage of the project, through individual meetings, correspondence, and public consultation events. Following the appointment of CBRE as land and property advisors, engagement became proactive and directed to each landowner with meetings and opportunities provided to discuss concerns and explore mitigation measures where appropriate.
- 12.10.2 An outcome of this negotiation approach is that a significant portion of the land required for the Scheme is already in the freehold ownership of the Applicant or has been secured through agreements with third parties. As well as the land forming public highways in the control of the Applicant as local highway authority, agreements to secure land and rights required for the busway at Bourn Airfield, Cambourne West, and the West Cambridge UoC campus are in place.
- 12.10.3 Almost all remaining landowners have been issued heads of terms for an agreement including an offer of compensation. Where landowners have responded, CBRE have entered into detailed discussions and negotiations in order to bring about agreed terms. In several cases terms have been agreed, with solicitors engaged to draft and complete the legal agreements.
- 12.10.4 Discussions and negotiations are ongoing with a number of remaining landowners and efforts to arrive at agreements will continue up to and beyond the Inquiry. It is nevertheless envisaged that some acquisitions are expected to require the use of compulsory purchase powers.

12.11 Justification for Compulsory Purchase Powers

- 12.11.1 The Applicant's position is that the compulsory purchase powers sought are necessary, proportionate, and justified.
- 12.11.2 In determining the extent of compulsory acquisition and temporary possession powers proposed in the draft TWAO the Applicant has had regard to the advice in the CPO Guidance [CD8-28]. The Applicant's position is that the scope of powers sought and the extent of the interests in the land to be acquired by compulsory acquisition are required for the Scheme and are the minimum necessary that will allow the Applicant to construct, operate and maintain the Scheme. The Applicant does not seek any greater interest in land than is reasonably required for the construction use, maintenance and operation of the Scheme and its associated mitigation. The power to acquire the required interests in land compulsorily is essential to enable the Scheme to be implemented and for the Applicant to deliver the Scheme within a reasonable timescale.
- 12.11.3 The purpose for which each part of the land is required is set out in Appendix 2 to this Statement. It provides a list of plot numbers, the work for which the land requirement corresponds and the principal purposes for the requirement for the acquisition and/or use of the plot. It is divided into tables indicating the powers sought in respect of the plot. (Plots for which acquisition powers are excluded by Schedule 6 of the Order are not included in Appendix 2).
- 12.11.4 The Applicant believes there is a compelling case in the public interest for the powers of compulsory acquisition sought. The objectives of the Scheme can be found in section 6.2 of this Statement.

- 12.11.5 The Scheme will enable people to travel by public transport for employment and education purposes, encouraging a modal shift to public transport via a congestion free alternative to private vehicular trips, facilitating sustainable development at key strategic economic and housing sites within the Cambridge region.
- 12.11.6 The Scheme will provide much needed infrastructure to link together existing major housing and employment areas. It will provide the opportunity for a more sustainable, reliable and rapid alternative form of travel between Cambourne and Cambridge for existing and future residents. This will include providing reliable journeys to work from Cambourne to Cambridge. In addition, the Scheme also aligns with recent and projected housing and job growth along the A428 corridor as set out in the existing Cambridge City **[CD6-01]** and South Cambridgeshire District Council Local Plans **[CD6-02]** and supports the provision of new housing and employment sites in line with Central Government policy for the Cambridge Region.
- 12.11.7 In determining the extent of compulsory acquisition and temporary possession powers proposed in the draft TWAO, the Applicant has had regard to the advice in the CPO Guidance **[CD8-28]**. The scope of powers sought and the extent of the interests in the land to be acquired have been assessed as the minimum necessary to allow the Applicant to construct, operate, and maintain the Scheme. All land identified for compulsory acquisition has been assessed by the Applicant's appointed designers as essential to the delivery of the Scheme.
- 12.11.8 The extent of acquisition has been carefully considered to secure only land that is required for construction, operation, and maintenance. Where powers less than full acquisition of the freehold, such as new rights or use of temporary only powers options have been identified as being possible to secure the interests in land required for the Scheme, the lesser interest has been sought.
- 12.11.9 As explained in section 7.3 of this Statement, the Applicant has explored alternative options for the Scheme. In designing the Scheme and determining the land subject to compulsory acquisition and temporary possession powers, the Applicant has considered alternatives and modifications to the Scheme to minimise the potential land-take. These alternatives and modifications were consulted on and the preferred route has been chosen based on a thorough consideration of relevant issues. Following consideration of the responses to the non-statutory consultation and further design work, the Scheme was refined. This has included consideration of the land required for the utilities diversions and resulted in minor changes to the TWAO boundary presented at the statutory consultation. The feedback received from both consultations, together with that from stakeholder engagement on the design, proposed mitigation measures or issues raised during statutory consultation, has informed the Scheme.
- 12.11.10 In addition, the Applicant has sought to secure the required land by means other than compulsory powers and has been successful in securing options over significant lengths of the route. Negotiations continue with other landowners to secure land by agreement where reasonably possible.
- 12.11.11 The CPO Guidance **[CD8-28]** advises that an acquiring authority should only make a compulsory purchase order where there is a compelling case in the public interest to do so. The Applicant is satisfied that there is a compelling case for the use of compulsory purchase powers for the reasons set out in this Statement.
- 12.11.12 Given the size and scale of the Scheme it is likely that the timely acquisition of these interests on reasonable terms and within a realistic timescale will very likely only be achievable through securing powers of compulsory purchase.
- 12.11.13 The Order makes provision for those parties whose land/property or interests in land/property are compulsorily acquired or used (either temporarily or permanently) to

be entitled to claim compensation and for the Applicant to make payments of compensation.

- 12.11.14 Other landowners whose property (including rights) is not compulsorily acquired or used but which may be affected by the construction and/or operation of the Scheme works may also be entitled to claim compensation in certain circumstances.
- 12.11.15 Consideration has been given to the human rights of individuals affected by compulsory acquisition and temporary possession. The Applicant is satisfied that there is a compelling public interest case for compulsory acquisition, and that the significant public benefits arising from the Scheme outweigh the harm to those individuals when considering the protected rights relevant to the exercise of compulsory powers. The purposes for which powers are sought are legitimate and sufficient to justify any interference with the property interests and human rights of persons whose land will be subject to compulsory powers. There is a compelling case for the powers sought and there is strong public interest in the provision of such powers to support the Scheme. Interference with protected rights is therefore proportionate and justified. The Applicant has struck a fair balance between the public interest in seeing the Scheme proceed (which is unlikely to happen in the absence of the TWAO) and the private rights which will be affected by the compulsory acquisition powers sought. The land included over which compulsory acquisition powers are sought as set out in the TWAO is the minimum reasonably necessary to ensure the delivery of the Scheme. The Scheme has been designed to minimise harm whilst achieving its publicly stated objectives. Throughout the development of the Scheme, the Applicant has given persons with an interest in the Order Land a full opportunity to comment on the proposals. The Applicant has endeavoured to engage with holders of land interests. Affected parties have been notified of the application for powers and have been able to object to the Scheme.
- 12.11.16 The Applicant has secured the necessary funding to meet compensation obligations within an appropriate timeframe.

12.12 Compulsory Acquisition Case – Consultation and Engagement

- 12.12.1 The Applicant consulted all persons affected by the compulsory acquisition and temporary possession powers and persons who may have a claim for compensation arising from the Scheme. The purpose of the consultation was to ensure statutory bodies, landowners, members of the public and other stakeholders had an opportunity to understand and comment on the Scheme and potential environmental effects.
- 12.12.2 Stakeholder (statutory and landowner) and public consultation on the proposals for the Scheme took a two phased approach and a summary of consultation phases are set out in the Consultation Report [CD1-06.01]. The report sets out who was consulted, on what issues, during each of the phases of consultation.
- 12.12.3 The Applicant consulted such persons during preparation of the Application and in the design of the Scheme to consider and, where reasonably possible, to address their concerns.
- 12.12.4 Affected persons have been engaged through formal and informal channels, including direct correspondence, one-to-one meetings, and public events. Feedback from stakeholders has informed design refinements and mitigation measures to reduce impacts where reasonably possible. The Applicant has further sought to acquire interests in the land by agreement where-practicable.
- 12.12.5 The Applicant remains committed to ongoing engagement with affected parties to ensure that concerns are addressed and agreements reached where possible. The Applicant recognises that a Scheme of this nature will inevitably have an impact on the area surrounding the proposed development sites and engagement with both stakeholders and the community will continue as the Scheme develops.

12.13 Human Rights Act 1998 and Equality Act 2010

- 12.13.1 The Applicant has considered the human rights of the individuals affected by the compulsory acquisition and temporary possession powers. The Applicant is satisfied that there is a compelling public interest case for compulsory acquisition and that the significant public benefits arising from the Scheme will outweigh the harm to those individuals.
- 12.13.2 The Applicant has complied with its duties under section 149 of the Equality Act 2010 [CD5-13, page 148] and has had due regard to the need to (i) eliminate unlawful discrimination, harassment, victimisation and other conduct prohibited by or under the Equality Act 2010; (ii) advance equality of opportunity between persons who share a protected characteristic and persons who do not share it; and (iii) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. The Applicant has carried out an EqIA [CD1-11.04].
- 12.13.3 The Applicant has secured the necessary funding in order to honour its compensation obligations.
- 12.13.4 Without compulsory acquisition and temporary possession powers the Applicant considers that it may not be possible to construct the Scheme or realise the public benefits arising from it.

12.14 Special Category Land

- 12.14.1 The Order seeks powers for the permanent freehold acquisition of two small plots which may constitute open space of the purposes of section 19 of the ALA 1981 [CD5-05, page 43]. These areas are plots 14-153 and 14-154 of the Works and Land Plan [CD1-12.01, page 16]. Plot 14-153 is a public bridleway (Bridleway 39/30) and plot 14-154 is scrubland adjacent to that bridleway. This loss of this open land will be fully mitigated through the Scheme with replacement open space.
- 12.14.2 An order proposing compulsory acquisition of land forming part of an open space is made subject to special parliamentary procedure by section 12 of the TWA [CD5-09, page 11] unless a certificate has been issued under section 19 of the ALA 1981 [CD5-05, page 43]. The application has been made to the Secretary of State for Housing, Communities and Local Government for such a certificate on the basis that replacement land is being offered in exchange for the open space land that is sought.
- 12.14.3 In addition, CCC is in active negotiations with both of the freehold owners of the open space plots to secure the transfer of those plots to CCC.
- 12.14.4 The replacement land plots are 14-144b and 14-144c. These replacement land plots are of at least an equivalent area and are located in reasonable proximity to the two open space plots that are to be acquired compulsorily. The replacement land is equally as advantageous to the owners of the land and to the public as the existing open space.
- 12.14.5 Plot 14-155a also forms part of the open space that includes plots 14-153 and 14-154. This plot is subject to an option agreement with the freehold owner and is excluded from being subject to powers of compulsory acquisition by article 23(3) and Schedule 6 to the Order [CD1-02, pages 21 and 54]. This plot is therefore not included in the application for a certificate under section 19 of the ALA 1981 [CD5-05, page 43].
- 12.14.6 Further details of the open space and replacement land are included within the application for a certificate under section 19 of the ALA 1981 [CD5-05, page 43] and the Open Space Assessment [CD1-19].

Objections to the S19 Certificate Application

12.14.7 Three objections have been received by the Secretary of State for Communities and Local Government. The Applicant has reviewed these objections and comments as follows, :

a. Objection by J Green

- (a) The land subject to the application for a section 19 certificate was, it is believed, farmland until the M11 motorway junction 13 was constructed in the late 1970s. The land on the eastern side of the M11 motorway was used by the Highways Agency on behalf of Department of Transport for the diversion of a public bridleway, which connects Coton to Madingley Road to the north. The Applicant now seeks powers in the Order to divert this bridleway for the construction of its new bridge over the M11 motorway.
- (b) Part of the land was dedicated as highway by the then (and current) owner, FW Deptford (Over) Limited when it reached agreement with the Secretary of State for the transfer of land for the M11 (see conveyance at [CD4-11]).
- (c) The remainder of the land that is subject to the request for a Certificate is unregistered, but it is anticipated it is still held by the Secretary of State for Transport. The Secretary of State for Transport's land is on the eastern side of the bridleway, between the bridleway and the University of Cambridge's West Cambridge Campus.
- (d) These plots are shown as plots 14-153 and 14-154 on the Special Category land plan.
- (e) The objector indicates that the land in question is a designated footpath, registered as such for many years. The public right of way has bridleway status (since the 1980s) but it is not anticipated this extends to the whole of the area of open space for which the section 19 certificate is sought.
- (f) As is explained in the Applicant's Open Space Assessment [CD1-19], the land is also designated as an amenity open space in the existing local plan.
- (g) The parcel of land in question is designated within the Cambridge City Wildlife Sites Register (2005) and Local Plan as Site C5.1 and named "Scrub East of M11 Verge". The total size of the designation is 2.28 ha, but it must be recognised that only a small portion of that area is proposed for compulsory purchase and replacement. This smaller section of land is shown on the Special Category Land Plan [CD1-12.03] 14-153 and 14-154.
- (h) The Cambridge City Wildlife Site Survey 2005, identifies this land as:

"Site consists of two adjoining blocks of dense scrub in the southern part of the site. To the north lies a band of dense scrub narrowing northwards to a hedgerow; a grassy bridleway runs along the western side of the site."

In summary, vegetation and site conditions at this location is flagged as including:

- i. The southern block of scrub is mature, even-aged and about 8m high. The canopy is dominated locally by Hawthorn *Crataegus monogyna* and in other areas by Elm *Ulmus procera*, **although many of these are dead.**
- ii. The understorey consists of dense Bramble *Rubus fruticosus* with locally frequent Elder *Sambucus nigra*, Elm suckers and very young Hawthorn.
- iii. Herbaceous vegetation consists largely of Nettle *Urtica dioica* and there are significant areas of bare earth.

- iv. Along the edge of the path is a wider variety of plants including abundant Creeping Cinquefoil *Potentilla reptans* and Rosebay Willowherb *Chamerion angustifolium*, locally frequent Wild Parsnip *Pastinaca sativa* and Perforate St John's-wort *Hypericum perforatum*.
- v. Immediately adjacent to the north, and still south of the Design Centre building, the northern block of scrub is composed of younger, denser growth much of which is impenetrable. Hawthorn is the principal species. **The ground beneath the scrub is generally bare or moss covered; occasional clumps of Nettle occur with occasional Wild Parsnip and locally frequent Ground Ivy.**
- vi. Open areas in the northern and eastern part of this scrub block support a mixture of ruderal and grassland species although grasses themselves are uncommon. The vegetation varies in height from 1m down to just a few centimetres. **It appears that heavy plant is driven within this area occasionally and there are several small areas of bare earth. Scrub encroachment from the neighbouring dense scrub is controlled.**
- vii. Further north it supports semi-improved neutral grassland with abundant Perennial Rye-grass *Lolium perenne* and a reasonable range of herb species including grassland indicator species such as Black Knapweed *Centaurea nigra*, Agrimony, Wild Parsnip and Perforate St John's-wort.
- viii. Along the eastern side of the bridleway is a mature, overgrown hedgerow some 5-7m high with frequent Hawthorn and Blackthorn and occasional Elder with frequent Bramble and Elder suckers lower down. The ground flora beneath the scrub consists largely of Nettle.

In the site assessment criteria, the 2005 wildlife site survey identifies that this site qualifies as a City Wildlife Site owing to the presence of scrub (criterion 2.6) and for hedgerow (2.9). It also deserves consideration under the neutral grassland criterion (2.10c). While a portion of the designated Wildlife Site will be compulsory purchased and replaced, given the proximity of the replacement land (as identified as plots: 14-144b / 14-144c on the Special Category Land Plan [CD1-12.03], it is anticipated that in addition to the proposed planting regime and landscape proposal, native vegetation currently found at the site will be well placed to thrive in the replacement land location given its close proximity to the existing open space. As the quantum of land proposed to be replaced only encompasses a portion of the total area of site C5.1 "Scrub East of M11 Verge", the impact to existing species in this area is anticipated to be acceptable, with no major loss of ecology, post construction, with land parcel 14.156a remaining largely intact.

- (i) The Objector notes that the land is currently used extensively by pedestrians and cyclists.
- (j) The bridleway will be diverted from its current alignment, to cross the guided busway closer to the West Cambridge Campus. It will also connect with the new bridleway bridge that will cross over the M11 motorway on the new bridge constructed for the guided busway. Walking, cycling and equestrian routes will therefore be improved as a result of the Scheme.
- (k) Whilst the Objector describes the area as being "a small peaceful area" the open space in question is immediately adjacent to the M11 motorway.
- (l) The exchange land is currently in private ownership but it is proposed to be acquired for the purposes of laying out replacement open space that will be reasonably accessible from the existing open space location, via the bridleway to be provided on the new M11 motorway bridge. It will form part of a larger area of informal replacement open space that will be provided for landscaping and use in

part as a drainage attenuation pond connected to the scheme. Whilst at this point in time there is no access to the land to be provided as exchange land, the construction of the Works will provide for suitable access to the replacement land from a public bridleway.

- (m) In respect of amenity value, whilst the exchange land does offer limited screening to the adjacent M11 motorway, the impact to existing amenity of the loss of the two plots subject to the application for a certificate is considered to be minimal.

12.14.8 In response to the detailed objections provided in bullet point format by the Objector, the exchange land:

- (a) is considered to be equally as advantageous to the public both in terms of size, location and proposed use – it will form part of a wider area of open space with more significant amenity value than the current scrub land immediately adjacent to the boundary of the M11;
- (b) will be accessible by the public through a new public bridleway to be provided adjacent to the guided busway and crossing over the M11 motorway;
- (c) will be accessible to the public and will be accessible from a new public bridleway passing from the West Cambridge Campus to Cambridge Road;
- (d) whilst the existing public bridleway will be diverted it will still be available to the public as a public bridleway from Coton to Madingley Road. The scheme will provide a second alternative route next to the guided busway, connecting the West Cambridge Campus with Cambridge Road, and, via the length of guided busway to the west of Cambridge Road, on to Long Road and Hardwick; and
- (e) a scheme for the laying out of the replacement land will be agreed with the local planning authority (and the relevant owners). The Applicant will work with the local authority to agree species chosen are suited to the role of improving air quality and to provide adequate screening and absorption of pollutants and particulate matter arising from the adjacent M11 motorway.

b. Response to B Sutton

12.14.9 The objector is concerned about the continued availability of a path between Coton and Madingley Park and Ride. The Order proposes a diversion of the existing public bridleway along this route, and the route will therefore still be available, albeit slightly lengthened. Comments in respect of the County Wildlife Site are provided in the response to Mr Green. A scheme for the landscaping of the replacement land will be considered with the local planning authority prior to the scheme construction commencing.

c. Cambridge Past, Present and Future (CPPF)

12.14.10 CPPF object to the replacement land on the basis that it is isolated and unsurveyed, includes a balancing pond and is adjacent to a motorway. The Applicant notes the existing open space, which is the subject of the application for a certificate, is closer to the M11 cutting than the proposed replacement land. The existing open space is heavily vegetated and very limited surveillance or recreational usage of the area is possible. The replacement open space will be visible from the existing busway. It would be better observed from users of the busway, including users of the bridleway that will connect West Cambridge campus with Coton. The replacement land will form part of a larger amenity area that is being provided around the proposed balancing pond proposed for the Scheme. The alternative open space location, identified by CPPF, south of the University of Cambridge's West Cambridge site is considered to be too distant from the existing open space. The replacement open space will be accessible from the proposed maintenance track, which will be a public bridleway.

12.15 Crown Land

- 12.15.1 Plot 14-153 is Crown Land as it is held by the DfT.
- 12.15.2 In addition, DfT is noted as holding an interest in a number of plots in the Order Land, principally being easements or covenants relating to the construction of the current A428 road between Cambourne and the Girton Interchange, west of Cambridge. Plots in which the DfT appears to hold an interest are: 1-005, 1-008, 1-013, 3-037, 3-038, 4-041a, 4-041b, 4-046, 4-052, 4-053, 5-054, 5-065, 6-070, 6-072, 6-073, 6-079, 6-080, 7-076 and 7-081.
- 12.15.3 Further plots in which DfT may still hold an interest and which appear to relate to the construction of the M11 motorway are, 14-149, 14-150 and 14-151, each of which is now held by National Highways Limited.
- 12.15.4 Section 25 of the TWA **[CD5-09, page 28]** requires the agreement of the appropriate Crown body to the compulsory acquisition of land in which there is a Crown interest. That agreement has been sought from the DfT.
- 12.15.5 In addition, negotiations with DfT for the acquisition of the freehold of plot 14-154 are continuing.
- 12.15.6 It is therefore not considered that the existence of Crown interests in Order Land plots constitutes an impediment to the Scheme. All of these plots can be identified within the Crown Land Plan **[CD1-12.04]** shaded blue.

12.16 Utilities

- 12.16.1 A number of existing utility services are located within the Order Limits that may be affected by the Scheme. These include existing overhead and underground electricity distribution network cables, water and drainage pipes and medium pressure gas mains. In addition, communication network apparatus may be affected, including the UoC's Granta Backbone Network.
- 12.16.2 A number of diversions are required, principally within highway boundaries.
- 12.16.3 The Applicant believes that all required works to divert or otherwise interfere with the apparatus and rights over statutory undertakers can be undertaken without serious detriment being caused to the relevant utility operator.
- 12.16.4 In addition, Schedules 11 and 12 of the Order **[CD1-02, pages 70-113]** contain provisions protecting statutory undertakers including both generic and utility specific protective provisions contained within Schedule 12.
- 12.16.5 A small number of statutory undertakers have made representations and/or objections to the powers contained within the Order. The Applicant continues to negotiate with these and all other relevant utilities to allow for the diversion of apparatus and the provision of new rights in favour of affected utilities.

12.17 Conclusions on Compulsory Acquisition and Related Powers

- 12.17.1 The approach to land acquisition for the Scheme prioritises voluntary agreements while recognising that compulsory purchase powers may be required to secure the land necessary for its delivery. The Applicant has undertaken extensive engagement with affected landowners and continues to seek negotiated settlements where possible. The use of compulsory purchase and related powers is justified by the public benefits of the Scheme and follows national guidance. The scope of powers sought and the extent of the interests in the land to be acquired by compulsory acquisition are required for the Scheme and are the minimum necessary that will allow the Applicant to construct,

operate and maintain the Scheme. The purpose for which each part of the land is required is set out in Appendix 2 to this Statement.

- 12.17.2 The Applicant has consulted persons affected by the compulsory acquisition and temporary possession powers and persons who may have a claim for compensation arising from the Scheme. The Applicant has consulted such persons during preparation of the Application and in the design of the Scheme to address their concerns and to ensure that any impacts are reduced or removed. The Applicant has further sought to acquire any interests in the land by agreement wherever practicable.
- 12.17.3 The Applicant has considered the human rights of the individuals affected by the compulsory acquisition and temporary possession powers. The Applicant is satisfied that there is a compelling public interest case for compulsory acquisition and that the significant public benefits arising from the Scheme will outweigh the harm to those individuals.
- 12.17.4 As is set out in the following section, the Applicant has secured the necessary funding in order to commence and fully complete all elements of the works and honour its compensation obligations within an acceptable time frame.

13. FUNDING

13.1 Funding Statement

- 13.1.1 Funds for the Scheme are available from government funds under the City Deal signed on 19 June 2014 [CD7-02] on behalf of five local partners comprising GCP (the Applicant, the City Council, SCDC, the Greater Cambridge Greater Peterborough Enterprise Partnership (now CPCA), the UoC, and the Government). The City Deal was underpinned by a commitment to deliver transformative economic benefits through investment in infrastructure and through a collaborative governance framework.
- 13.1.2 The City Deal pledges approximately £500 million from Government, which together with the pooling of central and local resources, will lead to a total investment of £1 billion over the City Deal period to 2031. On 1 July 2021, the Executive Board of GCP approved an OBC undertaken in 2020. An Addendum Outline Business Case has also been prepared to update the OBC for this Application. This comprises four Appendices which can be found at [CD1-21.01] (Appendix A – Strategic Case Addendum), [CD1-21.02] (Appendix B – Economic Case Addendum), [CD1-21.03] (Appendix C – Financial Case Addendum), and [CD1-21.04] (Appendix D – Management Case Addendum). In March 2024, the Executive Board approved a budget for the Scheme of £181 million of which approximately £40 million is developer contribution under section 106. In the light of cost revisions and current market uncertainty, the Executive Board of GCP will continue to monitor and revisit the Scheme costs and provide further approval where necessary to allocate funds as the business case develops through to Full Business case in line with the GCP Assurance Framework and HM Treasury Green Book. The Applicant therefore has recourse to the required funds to implement the Scheme and there is a confidence that there will be sufficient funding in place for the Scheme to proceed.
- 13.1.3 The final funding arrangements will be confirmed in the Financial Case within the Full Business Case as is required by HM Treasury Green Book. Any additional funding required may come from City Deal funds.
- 13.1.4 The information in this section is further detailed in the Funding Statement [CD1-07].

14. RESPONSE TO OBJECTIONS

- 14.1 The Applicant's response to the objections submitted in respect of the Application is set out below in two parts. The first part responds to specific issues or themes which have been raised in more than one objection. The second part responds to specific objections.

14.2 PART 1 – Responses to issues and themes raised in objections

Themes and issues identified in the objections are shown in the table below. The corresponding column of the table sets out the Applicant's response or, where the Applicant's response to the themes is addressed elsewhere in this Statement, the relevant part of the Statement where this can be found. The particular objections which raise the themes and issues are also identified by reference to an objection number. Appendix 3 provides a list of the individuals who have made objections with the corresponding identification number used in the table below.

ID number	Issues/ Themes	Response
OBJ02, OBJ03, OBJ04, OBJ05, OBJ06, OBJ08, OBJ09, OBJ10, OBJ11, OBJ12, OBJ13, OBJ14, OBJ15, OBJ16, OBJ17, OBJ18, OBJ19, OBJ20, OBJ21, OBJ22, OBJ23, OBJ24, OBJ25, OBJ26, OBJ27, OBJ28, OBJ29, OBJ30, OBJ31, OBJ32, OBJ33, OBJ34, OBJ35, OBJ36, OBJ37, OBJ38, OBJ39, OBJ40, OBJ41, OBJ42, OBJ43, OBJ44, OBJ46, OBJ47, OBJ48, OBJ49, OBJ50, OBJ51, OBJ52, OBJ54, OBJ55, OBJ56, OBJ57, OBJ58, OBJ59, OBJ60, OBJ61, OBJ62, OBJ63, OBJ64, OBJ65, OBJ66, OBJ69, OBJ70, OBJ71, OBJ72, OBJ74, OBJ75, OBJ76, OBJ77, OBJ78, OBJ79, OBJ80, OBJ82, OBJ83, OBJ84, OBJ86, OBJ89, OBJ90, OBJ91, OBJ93, OBJ94, OBJ95, OBJ96, OBJ97, OBJ98, OBJ99, OBJ100, OBJ101, OBJ104, OBJ105, OBJ106, OBJ107, OBJ109, OBJ110, OBJ111,	On-road alternative	
	There is an excellent on-road alternative including new bus lanes and bus priority measures following the A1303 which has never been properly assessed by the GCP.	This is addressed in response to CPPF OBJ251 [CD2-OBJ-251] below.
	The on-road alternative would provide a more direct route to the Cambridge biomedical campus and allow other buses and emergency vehicles to use the priority lane.	This is addressed in response to CPPF OBJ251 [CD2-OBJ-251] below. Emergency service vehicles operating under blue lights would be permitted to use the new busway.
	The suggested on-road alternative would cost a fraction of the cost of the GCP's proposed off-road route.	The on-road alternative would be lower cost than an off-road solution but would not fulfil the Scheme's objectives or offer value for money. This was fully assessed in the OBC [CD1-20.01 – CD1-20.27].
	Active travel	
	Although the Scheme includes facilities for active travel, these would be better provided by the GCP-sponsored Comberton to Cambridge Greenway which avoids Madingley Hill.	Comberton Greenway will provide a valuable leisure route but for much of its length is isolated and in places not fully segregated. The Scheme will provide a more direct route of more value to Cambourne residents wishing to commute in all seasons.
	Benefit Cost Ratio	
	The BCR for the Scheme is less than 0.5 which indicates extremely poor value for money and does not meet the DfT's criteria for considering such a scheme.	This is addressed in the response to Coton Busway Action Group (CBAG) OBJ143 [CD2-OBJ-143] below.
	Covid pandemic	
	Working patterns have changed since the Covid pandemic and the	This is addressed in the response to CBAG OBJ143 [CD2-OBJ-143] below.

OBJ112, OBJ113, OBJ114, OBJ116, OBJ117, OBJ120, OBJ121, OBJ123, OBJ125, OBJ126, OBJ127, OBJ128, OBJ129, OBJ130, OBJ134, OBJ135, OBJ136, OBJ137, OBJ138, OBJ140, OBJ141, OBJ145, OBJ146, OBJ147, OBJ150, OBJ153, OBJ154, OBJ155, OBJ156, OBJ158, OBJ159, OBJ160, OBJ161, OBJ163, OBJ167, OBJ168, OBJ170, OBJ171, OBJ173, OBJ176, OBJ177, OBJ178, OBJ179, OBJ181, OBJ183, OBJ185, OBJ186, OBJ187, OBJ188, OBJ189, OBJ190, OBJ191, OBJ192, OBJ193, OBJ194, OBJ195, OBJ196, OBJ198, OBJ200, OBJ201, OBJ202, OBJ203, OBJ204, OBJ206, OBJ207, OBJ208, OBJ209, OBJ211, OBJ214, OBJ215, OBJ216, OBJ217, OBJ218, OBJ219, OBJ220, OBJ222, OBJ226, OBJ227, OBJ228, OBJ229, OBJ230, OBJ233, OBJ234, OBJ235, OBJ236, OBJ237, OBJ241, OBJ242, OBJ244, OBJ246, OBJ249, OBJ253, OBJ256, OBJ258, OBJ259, OBJ261, OBJ262, OBJ263, OBJ264, OBJ268, OBJ269, OBJ272, OBJ274, OBJ276, OBJ277, OBJ278, OBJ280, OBJ281, OBJ282, OBJ283, OBJ284, OBJ286, OBJ287, OBJ288, OBJ290, OBJ291, OBJ292, OBJ293,	justification for this environmentally destructive busway has not been properly assessed in the light of this.	
	East West Rail	
	The new Labour government has confirmed in its October 2024 budget that it intends to proceed with the EWR development which will provide a direct link between Cambourne and the new Cambridge South station adjacent to the Biomedical Campus. This is a far better transport option.	The government has approved a non-statutory consultation on EWR. This may in due course lead to delivery of EWR but at present the scheme has neither funding nor consent. In any case, if it proceeds it would not be delivered for many years and would not serve all the new developments the Scheme would serve, nor other locations along the proposed Scheme route.
		In the long term the Scheme and EWR will be complementary, serving different destinations and with the Scheme being able to be extended to provide access to the proposed Cambourne station.
	Once EWR is built, the BCR of the busway will fall further making it extremely poor value for money.	The case for EWR is based on unlocking further significant growth between Cambridge and Bedford at locations such as Tempsford and Cambourne. If that growth materialises then demand for the Scheme would likely increase further and the BCR would be likely to increase correspondingly.
	Grange Road	
	The GCP route which terminates in Grange Road does not serve either major employment destinations or Cambridge's sixth form colleges which commuters would have to traverse the city centre to access.	The physical construction for the Scheme would terminate at Grange Road as it enters the Conservation Areas of Cambridge. Bus services would continue to a variety of employment and education destinations across the city.
	American Cemetery	
	A busway built across the Green Belt on the side of Madingley Hill, visible from many miles around would disturb the setting of the American Cemetery.	The visual impact of the Scheme has been assessed in the ES and would be marginal from such distances. Importantly it would not significantly impact the setting of the American Cemetery, whereas the on-line scheme promoted by CPPF would run directly adjacent to the Cemetery, and provision of a bus lane might require land to be taken from the Cemetery.
	Coton Orchard	
	The busway would transect Coton Orchard, a county	The issues regarding Coton Orchard are discussed in the ES Main Report [CD1-10.01]

OBJ295, OBJ296, OBJ297, OBJ298, OBJ299, OBJ300, OBJ302, OBJ303, OBJ304, OBJ305, OBJ306, OBJ309, OBJ310, OBJ311, OBJ312	wildlife site and East Anglia's largest remaining ancient orchard, which is the eighth largest in the UK.	in some detail. Specifically, the Orchard is not "ancient" nor is it the largest in East Anglia or eighth largest in the UK following significant loss of habitat through a combination of neglect and the development of a garden centre within it. There are at least two larger orchards of similar heritage in Cambridgeshire alone.
	Coton	
	The busway would urbanise Coton, one of Cambridge's historic necklace villages.	The busway would not urbanise Coton. Development outside the Green Belt has driven the need for infrastructure to connect that development to the city. Without such infrastructure the pressure for growth in the necklace villages would be exacerbated. The Scheme will be designed to ensure that it fits well into the landscape and the southern slope of Madingley Hill, with landscape planting and earthworks supporting this. Together with existing planting that offers screening to many properties on the northern edge of the village, this means that the route will not present adverse views in the long term.
	Tram or light rail system	
	Many residents support the need for a tram or light rail system to serve Cambridge. The proposed route of the Cambourne to Cambridge busway would not be the preferred route for light rail.	There is no preferred route for light rail and there are no viable proposals for provision of light rail in the foreseeable future. Were light rail to be provided at some point in the future then the proposed route would serve West Cambridge and Bourn Airfield and therefore would be suitable for consideration as a light rail corridor.
Flooding		
OBJ73, OBJ81, OBJ85, OBJ87, ONJ88, OBJ92, OBJ103, OBJ108, OBJ115, OBJ119, OBJ122, OBJ124, OBJ131, OBJ132, OBJ133, OBJ139, OBJ142, OBJ144, OBJ149, OBJ151, OBJ152, OBJ157, OBJ162, OBJ166, OBJ169, OBJ172, OBJ174, OBJ175, OBJ180, OBJ182, OBJ184, OBJ221, OBJ223, OBJ225, OBJ239, OBJ240, OBJ248, OBJ254,	Concerns generally regarding flood risk to Gough Way estate (associated with the Bin Brook).	The flood risk assessment is reported in Appendix TR13.1 to the ES [CD1-11.13.02], and is summarised in the ES Main Report [CD1-10.01], which, in 8.2.4 [CD1-10.01, page 107] states that the impact on flood risk will be mitigated through use of a clear span bridge over Bin Brook, designed to the 1 in 100 year plus 19% climate change annual exceedance probability. All other watercourse crossings have been designed to accommodate the flows for the 1-in-1000 year annual exceedance probability.

OBJ265, OBJ270, OBJ273		
Transport		
OBJ45, OBJ199, OBJ257, OBJ260, OBJ267, OBJ275, OBJ289	Concerns generally regarding traffic impacts	A comprehensive Transport Assessment [CD1-25.01] has been produced to accompany the Application. This has been prepared in accordance with the DfT's TAG [CD8-25] and CCC's Transport Assessment Guidance [CD7-32] .
Environmental impacts		
OBJ07, OBJ118, OBJ205, OBJ232, OBJ245, OBJ279	Concerns typically regarding suitability of environmental mitigation	<p>Mitigation proposals are secured through a variety of mechanisms. These are identified within the mitigation register (see document Appendix ES1 - Mitigation Register) [CD1-10.02]. Predicted environmental effects are determined (and recorded in the ES) on the basis that this mitigation is implemented. The granting of powers for the Scheme will secure the implementation of this mitigation.</p> <p>There will be a substantial increase in overall trees and woodland due to the landscaping proposals. As stated in para 8.3.16 of the ES Main Report [CD1-10.01, page 111] there will be a net increase by 5.71ha in the area of lowland mixed deciduous woodland due to the Scheme, although it is acknowledged that this will take c.10 years to reach a level of maturity that matches some of the woodland lost.</p> <p>The assessment of impacts on greenhouse gas emissions has followed best practice and has been commensurate with the level of Scheme design, and of the knowledge of associated other measures in support of sustainable transport in and around Cambridge. GCP is overseeing numerous measures to support active travel, including with this and other busway proposals, as well as the Greenways programme. Section 10.3 of the ES Main Report [CD1-10.01, page 128] summarises the conclusions of the Greenhouse Gas assessment.</p> <p>The extent of impact and evaluation of effect for views as well as landscape is described within chapter 9.2 of the ES Main Report [CD1.10.01, page 117].</p> <p>The data used was current at the time of the EIA, including assumptions about transition in vehicle type. It takes account of vegetation loss. Use of assumptions about tree replacement is an entirely valid part of the methodology. The ES has not addressed</p>

		decommissioning as the Scheme operation is assumed to be well in excess of 60 years.
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PART 2 – Response to specific objections

14.3 OBJ01 – Ashcroft Veterinary Practice [CD2-OBJ-01]

- 14.3.1 An off-line option through St Neots was initially considered but strongly opposed by Hardwick residents. The off-road option had greater impacts on the local environment with the removal of trees required alongside the A428 which would have had negative visual impacts and led to reduced amenity for local residents from the A428. Therefore, an on-road compromise which would use a bus gate to reduce the impact of local traffic on the busway was considered. This was also opposed by the local community, and led to the current Scheme being taken forward. This requires the buses to operate in mixed traffic and so the provision of a dedicated cycle route, as always envisaged for St Neots Road, is now deemed essential to reduce the impact of cycles on the passage of buses, not least following amendment to the Highway Code [CD20-01, rule 163, page 103] with respect to safe clearance between vehicles and cycles. Provision of that cycle route would require the removal of parking bays along St Neots Road.
- 14.3.2 In addition to the various consultations and public meetings organised by Hardwick Parish Council, direct engagement has been held with the Ashcroft Veterinary Practice on the proposals in an attempt to address concerns, including a site visit with the business owners undertaken in 2022. In addition to the practice's own onsite parking, which will be unaffected, there are a number of on-street and off-street parking options in the vicinity as well as the proposed Park and Ride which would be around 600 metres walk from the practice. The Scheme will significantly improve public transport connectivity which may reduce the perceived need for employees to drive to the veterinary practice.
- 14.3.3 As the parking bays are located within the highway boundary, their retention for use by the public is not guaranteed and, regardless of the Scheme, they could be lost to improve active travel options on St Neots Road as part of the Section 106 works associated with Bourn Airfield.

14.4 OBJ53 – J T Green [CD2-OBJ-53]

- 14.4.1 Dr Green's objection covers four headings which are discussed below. Dr Green has also submitted a draft statement of case (which broadly raises the same matters as Dr Green's objection). In addition to issues relating to Scheme economics, the impact on Coton Orchard and Grange Road, which are all dealt with above, Dr Green raises a number of other specific issues.
- 14.4.2 *Failures in due process.* As discussed in the response to CPPF OBJ251 [CD2-OBJ-251] below, an on-road alternative for the Scheme was considered in the OBC [CD1-20.01 – CD1-20.27] at length but not recommended as the preferred route. The 2019 Mott MacDonald report [CD13-07] cited by Dr Green was in fact commissioned by GCP and informed the subsequent OBC [CD1-20.01 – CD1-20.27]. The objection also states that inbound on-road routes were not audited. This is incorrect as the Independent Audit [CD8-27] reviewed both the OBC [CD1-20.01 – CD1-20.27] and the CPPF report [CD7-09].
- 14.4.3 *Obfuscation by persons of influence.* During the full Council meeting, the GCP chair was correct to observe that some parties had repeatedly made incorrect statements regarding consideration of alternatives, as noted above. It is not the case that the GCP chair acted improperly or inappropriately.

- 14.4.4 *Promotion of self-interest.* GCP Governance [CD7-06] is discussed in Section 3 of this Statement and remains under the supervision of CCC's democratic services who supervise all meetings. It is not the case that the Executive Board of the GCP has acted improperly or inappropriately.
- 14.4.5 *Censorship of information already in the public domain.* This appears to be a matter of UoC governance which is not considered relevant to this Application or the Scheme.
- 14.4.6 Dr Green also objects to other issues concerning suitability of an on road alternative, the BCR, termination at Grange Road and dissection of Coton Orchard. Please refer to the table at Section 0 above for the Applicant's response to those matters.

14.5 OBJ 67 – C, H and H Spearing [CD2-OBJ-67]

Engagement

- 14.5.1 Contact has been made with the Spearings using the methods they have requested (via post and email). The Spearings have been updated throughout the process however they have not been willing to engage in discussions to date. An offer has been sent to the Spearings as has confirmation that their reasonable fees to instruct a suitable advisor would be met, neither of which have been responded to. The Applicant remains willing to engage with the Spearings to reach agreement by way of voluntary negotiations.

Change in Alignment

- 14.5.2 The alignment was amended in the vicinity of Hardwick. This was in response to representations from CPPF in July 2021 to mitigate the ecological impact of the preferred route on protected trees and wildlife habitats on the Waterworks site. This change was communicated to the Spearings in August 2021 and the questions they raised were responded to in September 2021. This change was also consulted on during the 2022 EIA Consultation as detailed in the Consultation Report [CD1-06.01].

Book of Reference

- 14.5.3 References to the Spearing land in the Book of Reference [CD1-13] are correct. The Rule 15 notices [CD1-24.09] are drafted in the standard form in accordance with the 2006 Rules [CD5-18].

14.6 OBJ 68 – S Nobbs (on behalf of M Jenkins, J Poulton, P Heath & C Cumming at Childerley Gate) [CD2-OBJ-68]

- 14.6.1 The negotiations with Samuel Nobbs of Bidwells are ongoing. It is the preference of the Applicant to reach a mutual agreement.

The Extent of Land Taken

- 14.6.2 The Applicant considers that the extents of the land included within the limits of deviation at this location are reasonable taking into account the significant number of constraints present throughout this section of the Scheme. These constraints include the A428 to the north, private residences to the south, a junction with St Neots Road and significant variations in the existing ground profile along the Scheme alignment. Further refinement of the Scheme alignment throughout this section within the permitted limits of deviation may be required in order to secure the necessary technical approvals from National Highways.

The Scheme Design

- 14.6.3 The detailed design for the Scheme has not commenced so the Applicant is unable to share detailed design information at this stage. Details of the outline design which has

been developed by the Applicant for the Scheme are shown on the Proposed Site Plans **[CD1-16.04]** and Proposed Site Sections **[CD1-16.05]** within the Deemed Planning Drawings. A plan and indicative cross section showing how the Scheme is expected to look adjacent to the properties at Childerley Gate were included in the Environmental Impact Assessment Public Consultation Brochure **[CD1-06.12, pages 21 and 22]**.

- 14.6.4 Construction impacts will be minimised through measures to restrict working hours and other measures secured in the CoCP **[CD1-26]**. Screening in the form of fencing, landscaping or a combination of both would be provided to mitigate any visual or light intrusion during the operational phase of the Scheme. Final details of the screening will be confirmed during the detailed design stages.

Infrastructure

- 14.6.5 Drainage is a reserved matter in the draft conditions at Schedule 1 to the Request for Deemed Planning Permission **[CD1-14, page 14]**. A Surface Water Drainage Scheme will be produced before the Scheme is constructed to ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the Scheme. The Surface Water Drainage scheme will require any impacts on the existing A428 drainage system to be considered.

Referencing

- 14.6.6 Plots 4-041a and 4-041b are within a larger National Highways registered title, in which the Jenkins family is listed as having an interest. The Applicant has followed the required procedure to identify and notify all parties with potential interests in these plots of land. Listing these parties in the Book of Reference **[CD1-13]** does not confer ownership of the land.

East West Rail

- 14.6.7 The Applicant's response to OBJ 247 **[CD2-OBJ-247]** at Section 14.21 applies in response to the comments made on East West Rail.

14.7 OBJ 102- J Sadler [CD2-OBJ-102]

- 14.7.1 Engagement is ongoing with Mr John Sadler's representative (Mr Robert Sadler). Discussions with regard to mitigating impact on their retained land, providing clarity on land required and clarity of the burial site have progressed. An offer to purchase including mitigation proposals has been sent; no response to the offer has been received to date.
- 14.7.2 In addition to meetings with Mr John Sadler and his wife there has been a site meeting with Mr Stuart Sadler and further dialogue with Mr Stuart Sadler and Bidwells in the past with regards to matters such as survey access.
- 14.7.3 The burial site has also been discussed. The Sadler family has provided 3 different locations for the site over the years. In January 2020, Mrs Sadler informed the Applicant that the What3Words location was "shots.foam.hurry" and that it "would be our intention to move the ashes regardless of whether the bus lane goes directly over or even nearby". This location is outside of the Order Limits. In May 2024, Mr Robert Sadler informed the Applicant, also by email, that the buried location of the ashes was at What3Words reference "violin.veal.stuck". Subsequently during a site visit with Mr Robert Sadler in July 2024, a third location for the buried ashes was provided which was within the Order Limits.
- 14.7.4 The Applicant believes that whilst the third location identified for the ashes is inside the Order Limits, it is likely to be located within proposed areas of landscaping which form part of the environmental mitigation measures for the Scheme. The third location

provided by Mr Robert Sadler is located close to the northern edge of the Order Limits and is therefore not expected to be positioned under the main 7.3m wide carriageway which is anticipated to be located more centrally within the Order Limits.

14.8 OBJ143 – Coton Busway Action Group (CBAG) [CD2-OBJ-143]

Consideration of alternative proposals

- 14.8.1 As discussed in response to CPPF OBJ251 [CD2-OBJ-251] below, there are no exceptional circumstances which require regard to be had to alternatives in this case; the CPPF alternative is so vague and inchoate as to not be a material consideration; and in any event, the CPPF alternative is neither clearly defined nor deliverable, such that no weight can be given to it. However, as part of the OBC [CD1-20.01 – CD1-20.27], an on-line inbound option which was considered viable was assessed as a variant of the CPPF alternative along with the tidal flow option which CBAG and others sought to promote and which was assessed as Option B in the 2017/8 consultation [CD1.20.13, Appendix C] and subsequently in the OBC.

Modelling

- 14.8.2 The modelling for the Scheme has followed DfT guidance at all times and remains valid. The model used to support the Scheme is TAG compliant and meets the required levels of validation.
- 14.8.3 The base year for Cambridge Sub-Regional Model (CSRM) is 2015 with a present year validation undertaken using 2019 data due to the pandemic meaning a full revalidation of the model could not be undertaken. The checks undertaken as a part of the present year validation showed that the model was still suitable for use in the assessment of major schemes. The data used was not impacted by the on-going A14 works and indicated that the future year forecasts used in the assessment were sound.
- 14.8.4 A sensitivity test to take account of the uncertainty caused by the pandemic using the DfT's Uncertainty Tool Kit [CD8-22] will be undertaken and submitted in advance of the inquiry.

Choice of Route

- 14.8.5 Whilst it has always been recognised that some commuters will wish to access Cambridge Biomedical Campus, others will wish to access the city centre and West Cambridge, which are served by the Scheme and not by EWR which, if it is delivered at some point in the future, also does not serve new housing such as Bourn Airfield.

Impact of East West Rail

- 14.8.6 The OBC [CD1-20.01 – CD1-20.27] has been prepared in line with DfT guidance (TAG Unit M4) [CD8-21]. The guidance requires that there is a degree of certainty of EWR Stage 3 being delivered to consider the effects of EWR in the business case core scenario. Therefore the impact of EWR is not taken into account in the business case, as EWR has not yet advanced as far as statutory consultation and is neither funded nor consented. However, as stated in the Strategic Case Addendum [CD1-21.01], the Scheme and EWR are anticipated to complement each other as the Scheme will serve locations along the corridor and connect to the city from the west, whilst EWR will link to Cambridge South, the Biomedical Campus and Cambridge station.

Environmental

- 14.8.7 The environmental impact of the Scheme is documented in the ES [CD1-09-CD1-11.14.04]. Over recent decades large parts of Coton Orchard have been neglected as an orchard, reverting to woodland or being grubbed out, while parts (c2ha) have been lost to the development of the garden centre

- 14.8.8 The process of BNG and carbon assessment follows Defra and other Government guidance: The Statutory Biodiversity Metric User Guide July 2024 [CD8-30]. In addition, the CPPF alternative could not be delivered without substantive land-take on one side or other of Madingley Road. This is discussed further in the response to CPPF OBJ251 [CD2-OBJ-251] below.

Value for Money

- 14.8.9 The value for money assessment for the Scheme has been undertaken in-line with the DfT's Value for Money Framework (November 2024) [CD8-20]. As set out in the framework, it takes a *"holistic approach to value for money, ensuring the assessment takes the full range of impacts of a proposal into consideration – not just monetised benefit cost ratios."* [CD8-20, paragraph 1.1.3, page 4].
- 14.8.10 The provisional value for money category is derived from the BCR metric for established and evolving monetised impacts. The provisional value for money category for the Scheme is Poor based upon the BCR metric of 0.5. For the assessment of the final value for money category for the Scheme indicative monetised impacts are included. These capture the dependent development benefits arising from Bourn Airfield and West Cambourne.
- 14.8.11 As evidenced by the switching value analysis, the indicative monetised impacts imply Low to Medium value for money, namely the estimated benefits more than offset the estimated costs for the Scheme.
- 14.8.12 Sensitivity analysis has been undertaken to test the impact of key risks and uncertainties on the provisional value for money category. These demonstrate that the adjusted BCR ranges between 0.4 and 0.6 given downside and upside assumptions. With the consideration of the indicative monetised impacts related to the dependent developments at Cambourne West and Bourn Airfield the final value for money category remains likely to be Low to Medium, with the potential to be High if additional homes are delivered at Cambourne West and/or lower levels of displacement occur.
- 14.8.13 As set out in the GCP City Deal Assurance Framework [CD7-06], where a scheme does not demonstrate a BCR above 2:1 (implying High value for money) it may still be suitable for funding if a compelling case for the investment can be made with respect to delivery of City Deal objectives. The Scheme will contribute to the delivery of a range of City Deal objectives including improving accessibility to transport, supporting economic growth, providing a sustainable transport network/system, providing enhanced connectivity between Cambourne and Cambridge, and contributing to enhanced quality of life by reducing highway congestion and improving air quality.
- 14.8.14 To support economic growth in Cambridge new housing is essential and in West Cambridge the full build out of the new developments at Cambourne West and Bourn Airfield is dependent on the provision of a high-capacity mass rapid transit system.
- 14.8.15 Consistent with DfT guidance (TAG Unit M4) [CD8-21], given the absence of a scheme specification, timescales for delivery and committed funding at the time of the analysis, EWR was not considered near certain or more than likely, and therefore not included in the core scenario.

14.9 OBJ148 – Cadent Gas [CD2-OBJ-148]

- 14.9.1 Negotiations between the Applicant and Cadent on the form of protective provisions have been ongoing for some time, having commenced before the submission of the Application. On 6 January 2025, Cadent submitted an objection (OBJ148) [CD2-OBJ-148] to the Application requesting that the remaining issues are addressed to Cadent's satisfaction. Negotiations between Cadent and the Applicant are ongoing and the Applicant hopes to reach agreement ahead of the opening of the Inquiry.

14.10 OBJ164 - G Leyland (Taylor's Holding Rep) [CD2-OBJ-164]

14.10.1 The Applicant understands this objection has been withdrawn.

14.11 OBJ165 - A and J Everitt [CD2-OBJ-165-01, CD2-OBJ-165-02, and CD2-OBJ-165-03]

14.11.1 As discussed in reference to OBJ01 [CD2-OBJ-01], the current proposals represent a third iteration on the design following lengthy discussions with Hardwick Parish Council and very strong opposition from local residents to the earlier proposals which have been largely addressed through the changes made which avoid the loss of vegetation and remove the proposed bus gate. The implications for local business are addressed in responses to those businesses. The suggestion of widening to the north of the road would lead to a loss of trees which was the basis of the objections by the local community to the off-line option which led, in turn to the current proposals.

14.12 OBJ197 – Madingley Parish Council [CD2-OBJ-197]

14.12.1 There is no intention to permanently close the footpath from Coton School and Madingley Road as part of the Scheme. Powers for a minor diversion of the footpath are proposed, to provide an appropriate crossing facility over the busway for users of the footpath. As noted by the Parish Council there is a precedent for pedestrian crossings at busways and such a crossing will be provided as indicated in the Works and Land Plans [CD1-12.01] submitted as part of the Application. No other footpaths will be permanently closed as a result of the proposed works for the Scheme.

14.13 OBJ205 – M Wilson [CD2-OBJ-205]

14.13.1 In relation to points 1 and 2 of the objection, the consultation processes undertaken for the Scheme have been robust and have elicited a wide range of comment, including criticism, which has been reported in a full and transparent manner, and which has led to a number of Scheme amendments over the years. Please refer to the table at Section 0 at the start of this section for responses to points 3 to 5 of the objection.

14.14 OBJ210 - S Choudhary [CD2-OBJ-210]

14.14.1 The Scheme has been designed to ensure that access along St Neots Road can be maintained as required, including access for disabled residents and the emergency services.

14.14.2 The operational noise impacts and impacts of the Scheme on air quality are addressed in chapters 7.3 and 7.4 of the ES Main Report [CD1-10.01, pages 95 and 97] and are not considered to be significant, particularly in view of existing traffic volumes in the area.

14.14.3 Construction noise impacts would be minimised through measures to restrict working hours and other measures secured in the CoCP [CD1-26]. Noise barriers are not considered necessary or applicable in this location.

14.14.4 Like other properties on St Neots Road, this property has private parking facilities on-site. On-street parking facilities on St Neots Road are within the highway boundary and may, therefore, be subject to change.

14.14.5 Four rounds of consultation have been undertaken for the Scheme and an EqlA [CD1-11.04] prepared. The Scheme will significantly improve access for those unable to drive. The Applicant would engage further with Mr Choudhary in advance of construction should the Scheme be consented.

14.15 OBJ 212 - Bedlam Farming Company Ltd [CD2-OBJ-212]

- 14.15.1 Negotiations are ongoing with D Kilsby-Steele on behalf of Bedlam Farming Company Limited and the Chivers family. The negotiations are progressing, and the Applicant is hopeful of reaching agreement.

14.16 OBJ213 - Clare Hall College (University of Cambridge)

- 14.16.1 No evidence of any freehold interest in land held by Clare Hall within the Scheme boundary has been provided to the Applicant by Clare Hall. LIQs were issued to the landowner (Jesus College) and to Clare Hall College once an interest in the land was indicated by the landowner. The Applicant is engaged with the College in regard to the continued use of pedestrian connections from Clare Hall College on to the maintenance track that will be provided as part of the Scheme.
- 14.16.2 The ability for pedestrians to pass along the route of the existing Rifle Range track to Grange Road will continue. Non-motorised users will be able to use the proposed maintenance track. Any rights of motorised access along the existing Rifle Range track will be regranted on terms that will reflect the use of the route for the busway services. In respect of proposals for further development on neighbouring land, construction and operational access for those proposals would need to be considered in the light of their compatibility with the operation of services on the busway.
- 14.16.3 The flood risk assessment is reported in Appendix TR13.1 to the ES [CD1-11.13.02], and is summarised in the ES Main Report, which, in 8.2.4 [CD1-10.01, page 107] states that the impact on flood risk will be mitigated through use of a clear span bridge over Bin Brook, designed to the 1 in 100 year plus 19% climate change annual exceedance probability. All other watercourse crossings have been designed to accommodate the flows for the 1-in-1000 year annual exceedance probability.
- 14.16.4 Flood modelling in connection with the Bin Brook crossing was prepared to support the assessment of fluvial flood risk to and from the proposed works. It covers the areas between Barton Road (National Grid reference 542971, 2575 5) and St John's College Playing Fields (544237, 258651). The model contains representation of the Bin Brook main channel as well as the flood relief channel that passes the edge of the Gough Way Estate.
- 14.16.5 The setting of the Grade II* Listed Building is addressed in both Technical Report 7: Heritage and Archaeology (including Historic Environment Desk Based Assessment) [CD1-11.07.01] and in Appendix TR7.1: Heritage Statement [CD1-11.07.02]. In particular, the heritage statement states (5.3.2) that "*As a Grade II* listed building, it is a heritage asset of very high significance*" [CD1-11.07.02, page 24], and that (5.3.4) "*Taken overall, setting makes a high contribution to significance*" [CD1-11.07.02, page 24]. However, the impact assessment states that (6.2.9) "*The CtoC Scheme would have minor visual and noise impacts to the asset but otherwise maintains its prominence and key relationships within the West Cambridge Conservation Area. Taken overall, the CtoC Scheme would result in less than substantial harm to the asset*" [CD1-11.07.02, page 32].
- 14.16.6 The referenced significant effects from noise comprise night-time noise only (though noting that these effects will be limited, as bus services will run only up to around midnight and re-commence between 6am and 7am). However, as stated in the ES Main Report (7.3.4) [CD1-10.01, page 95] bus services are likely to be less frequent at this time, and traffic noise remains prevalent in the background. Consequently, noise impacts are likely to be less and may not occur once the timetabling information is known, and once fully electric buses are in use.
- 14.16.7 The alternative approaches via Adams Road and the Rifle Range track have been assessed in depth and these are considered in the OBC and its appendices [CD1-20.01 to CD1-20.27].

- 14.16.8 Clare Hall has not provided the Applicant with any information in respect of future potential plans for development or requirements for access in this respect. Accordingly, the Applicant is not aware of any plans that the Scheme would interfere with.

14.17 OBJ224 - Cambridge Connect [CD2-OBJ-224]

- 14.17.1 Matters relating to Green Belt and environmental impact have been dealt with in response to other objections (see Environmental Impacts issues in table in Section 0) and in the ES [CD1-09-CD1.11.14.04] and Planning Statement [CD1-15].
- 14.17.2 With regard to the selection of alignment, options north and south of the A428/A1303 and on-line options have been considered. This process was documented in the OBC [CD1-20.01 – CD1-20.27] and was subject to Independent Audit [CD8-27].
- 14.17.3 Moreover, in 2019 a different northern alignment was being promoted by CPPF and Edward Leigh (as Smarter Cambridge Transport) and this was assessed at the time [CD13-07] and the original assessment was considered reliable. The alternative alignment suggested by CPPF and Smarter Cambridge Transport would depend on agreement with National Highways which could not be assumed, and did not fully meet the needs of the project in that it would not provide convenient connectivity to West Cambridge, and would require significant investment to deliver a less attractive solution. As such the case to invest significantly in an alternative which does not support development on the corridor cannot be made.
- 14.17.4 Cambridge Connect propose an alignment which purports to be adjacent to/co-aligned with the A428. The A428 between Madingley Mulch and Girton runs along the bottom of a cutting so has limitations for any widening, not least because of the position of supports for three overbridges carrying Cambridge Road, Church Lane and Bridleway 154/2. Moreover, any widening would also require the loss of around 1.8 km of tree belt which runs along the south side of the A428. For these reasons the Independent Audit [CD8-27, top of page 9] suggested such a solution was “*likely to perform less well on cost and other performance metrics*”.
- 14.17.5 The section of the A428 to the north of Madingley Woods (SSSI) and the Eight Hundred Wood is located within a deep cutting. As such any widening of the A428 corridor to accommodate a two-way co-aligned public transport route would require significant widening of this cutting. Any widening of the existing cutting would necessitate the removal of significant areas of woodland to the south which would potentially impact the Madingley Woods bat population in the following ways:
- Potential loss of bat roosts through tree removal;
 - Potential disturbance to retained bat roosts which become exposed to noise/lighting from the removal of woodland which would have previously buffered effects; and
 - Potential severance of a key foraging area.
- 14.17.6 It is known barbastelle bats are currently moving north from Madingley over the A428, without mitigation. The approximate distance between the existing tree canopies either side of the A428 (based on measurements from aerial imagery) is approximately 28m. This gap is expected to increase to around 45m once any replacement trees and planting have been reestablished following the construction of a co-aligned route. However, this gap would potentially be much larger during the construction phase.
- 14.17.7 Increasing the gap between the canopies from 28m to around 44m may introduce an impassable barrier to barbastelle, preventing bats foraging north of Madingley Wood SSSI. This could reduce the total area of foraging habitat available to breeding barbastelle bats and their young impacting the Favourable Conservation Status (FCS)

of the local Madingley bat population and thus potentially the FCS of the E&W SAC barbastelle bat population.

- 14.17.8 To overcome a gap of ~45m for the A428 and a bus way within a cutting would likely need mitigation measures such as a green bridge to ensure continued landscape permeability across the A428 to prevent severance of the core foraging area and ensure the favourable conservation status of bats is maintained. A green bridge would provide multispecies benefits but are a costly solution and require land acquisition either side of the feature to ensure the habitat connectivity to the bridge is maintained in perpetuity. Notwithstanding, there are no feasible mitigation measures that are expected to satisfy Natural England that the clearance works required to facilitate the construction of a co-aligned route could be completed without negatively impacting the bat population.
- 14.17.9 It would appear that the alignment would pass beneath the M11 south of Girton Interchange. Whilst the Objection is not specific in this regard the only available underpass is a constrained (4.5m wide approximately) agricultural access which could not safely accommodate a busway.

14.18 OBJ231 - E Leigh [CD2-OBJ-231]

Social Benefits

- 14.18.1 The Value for Money assessment for the Scheme has been undertaken in-line with the DfT's Value for Money Framework (November 2024) [CD8-20]. As set out in the framework, it takes a *“holistic approach to value [for] money, ensuring the assessment takes the full range of impacts of a proposal into consideration – not just monetised benefit cost ratios.”* (paragraph 1.1.3) [CD8-20, page 4].
- 14.18.2 The provisional value for money category is derived from the BCR metric for established and evolving monetised impacts. For the Scheme the provisional rating is Poor (based upon the BCR metric of 0.5 which could range between 0.4 and 0.6 according to sensitivity analysis).
- 14.18.3 However, the full range of Scheme benefits is not captured by the BCR metric. The Scheme will unlock significant new housing which in turn will support the economic growth of Cambridge. To reflect this sizeable effect, in the assessment of the final value for money category, indicative monetised impacts are included. These impacts capture the considerable dependent development benefits arising from full completion of the Bourn Airfield and West Cambourne sites which more than offset the estimated costs for the Scheme, resulting in the Scheme achieving Low to Medium Value for Money.
- 14.18.4 In addition, the final value for money category has the potential to be in the High BCR category if additional homes are delivered at Cambourne West and/or lower levels of displacement occur. Given that the Emerging Plan [CD6-04] envisages an additional 1,950 houses in the Cambourne area, this is considered to be reasonably likely. Further, a compelling case can be made for investment in the Scheme due to the significant contribution it will make to delivering the City Deal objectives. The Scheme will contribute to the delivery of a range of City Deal [CD7-02] objectives including improving accessibility to transport, supporting economic growth, providing a sustainable transport network/system, providing enhanced connectivity between Cambourne and Cambridge, and contributing to enhanced quality of life by reducing highway congestion and improving air quality. Therefore, as set out in the GCP City Deal Assurance Framework [CD7-06], the Scheme is suitable for investment even with a poor provisional BCR.

Modelling

- 14.18.5 The Applicant's response to OBJ143 – CBAG **[CD2-OBJ-143]** in relation to modelling issues (set out above) applies equally in response to this objection.

East West Rail

- 14.18.6 The addendums for the OBC **[CD1-21.01 to CD1-21.04]** were produced prior to the Chancellor's Autumn 2024 budget announcement **[CD7-28]** and reflect the position when the work was undertaken. At that time, and consistent with DfT guidance (TAG Unit M4) **[CD8-21]**, given the absence of a scheme specification, timescales for delivery and committed funding, EWR was not considered near certain or more than likely to proceed and therefore was not included in the core scenario.
- 14.18.7 As set out above, sensitivity testing was undertaken for upside and downside impacts on the level of Scheme benefits that could result from higher or lower demand growth. These demonstrate that the adjusted BCR ranges between 0.4 and 0.6 and do not alter the final value for money category for the Scheme.
- 14.18.8 As stated in the Strategic Case Addendum **[CD1-21.01]**, the Scheme and EWR are anticipated to complement each other because:
- (a) The busway will serve locations along the corridor and connect to the city from the west; and
 - (b) EWR will link to Cambridge South, the Biomedical Campus and Cambridge station.

Impact of Scheme on Highway Network

- 14.18.9 The Scheme results in a mode shift from car to bus along key transport routes into Cambridge. However, it also leads to a redistribution of traffic, as journey times along key transport routes into Cambridge become more attractive for existing highway users. Refer to the Transport Assessment **[CD1-25.01]**.
- 14.18.10 Consequently, the reduction in traffic due to the mode shift from car to bus is offset by an increase in traffic from vehicles re-routing via more attractive routes. This reflects real-world driver behaviour, where drivers generally seek the route that offers the most attractive journey time.
- 14.18.11 As evidenced in the Transport Assessment **[CD1-25.01]**, this results in minimal impact on traffic flows, volume to capacity ratio, and delay on links surrounding the scheme.
- 14.18.12 Whilst the Scheme does not have a significant impact on traffic flows on surrounding highway links, it does result in a reduction of car trips into the centre of Cambridge. However, due to the rerouting of vehicle trips, this reduction is spread much more widely across the highway network surrounding the Scheme rather than concentrated on specific links, such as the A1303/ Maddingley Road.

Scheme Connections to Key Destinations

- 14.18.13 The Scheme will deliver a high-quality, frequent and reliable public transport service connecting communities along the corridor together with key employment sites and central Cambridge. It will offer a wide range of journey opportunities across Cambridge. The Scheme will provide new bus service connectivity in the A428/A1303 corridor between Cambourne and central Cambridge, providing services to the following destinations:
- (a) Cambourne to Cambridge city centre express bus service of 6 buses per hour;
 - (b) Cambourne to Biomedical Campus service of 2 buses per hour service;

- (c) Scotland Farm (A428 Park and Ride site) to Biomedical Campus service of 2 buses per hour in the peak period;
- (d) West Cambridge interchange for connecting bus services to Cambridge North Station and the Cambridge Science Park.

14.18.14 These new bus services will provide a reduction in bus journey times and increase bus patronage. The Scheme will provide users travelling the full length of the busway from Cambourne West to the city centre (Grange Road) with an end-to-end journey time in the AM peak of 17 minutes compared with 33 minutes without the Scheme.

14.18.15 Mr Leigh suggests that an alternative via the A428 might readily access Cambridge North and the Science Park but does not address other destinations such as West Cambridge. Mr Leigh refers as a comparator to a bus route 905 which was established during the Covid-19 pandemic and was revised by the time traffic levels returned to more typical levels.

Madingley Road

14.18.16 A wide range of on-road options were considered in the Scheme development. The option assessment process included an on-road inbound bus lane which was considered comprehensively at OBC stage. An assessment was also carried out of the community proposals for a tidal bus lane. Neither of the alternatives provided the necessary Scheme benefits to outweigh the costs.

14.18.17 To fully consider the value for money the options would potentially deliver and to inform the optioneering exercise, as well as to support the final decision on the best performing option, a WEI assessment was undertaken to compare an off-road to on-road option. WEIs capture the dependent development benefits arising from Bourn Airfield and West Cambourne. The WEI appraisal confirmed that there were substantial benefits for an off-road segregated route.

14.18.18 The Scheme was audited in early 2021 [CD8-27], with the findings presented to the Executive Board on 1 July 2021 [CD10-01]. Several alternative routes were examined in the audit, which challenged the key assumptions and constraints that led to the selection of the preferred route for the Scheme and to the rejection of alternatives. The audit [CD8-27] concluded that the business case development followed the required methodology and reflected a robust approach.

TWAO

14.18.19 The guided busway will be for the use of vehicles employing a mode of guidance listed in article 2, (g), (h), (i) or (j) of the 1992 Order [CD5-15, page 2]. This allows for both sensor and side guidance on either roads or tracks (as defined by article 3 of the 1992 Order) [CD5-15, page 3]. The busway will not be a highway available for use by the public by right. Compulsory powers under the Highways Act 1980 [CD5-04] are not therefore available, whilst the creation of a guided busway utilising one or more of the modes provided for in the 1992 Order is expressly permitted by Sections 1(d) and 2 of the TWA [CD5-09, pages1-2].

Emergency and Maintenance Access Track

14.18.20 The justification for the inclusion of the emergency and maintenance access track and details of the key ancillary functions it is intended to serve are set out in Section 10.3 of this Statement.

14.19 OBJ238 – Cambridge University Rugby Union and Association Football Trust Ltd (CURUAFT) [CD2-OBJ-238]

- 14.19.1 Negotiations with CURUAFT are continuing and a mutual voluntary agreement is being progressed. It is hoped that the agreement will be completed shortly.

14.20 OBJ243 - Cllr C Garvie and Stobart, Madingley Village [CD2-OBJ-243]

- 14.20.1 Mitigation for impacts arising from construction traffic would be secured and monitored through the CoCP [CD1-26]. The Transport Assessment [CD1-25-01, section 9.7, page 55 and Table 9.3 on page 56] details the construction haul routes, none of which entail construction traffic passing through Madingley village. Refer also to the Request for Deemed Planning Permission [CD1-14, pages 10 and 11] which sets out elements to be included within the Construction Traffic Management Plan.
- 14.20.2 Impacts of operational traffic are assessed in the Transport Assessment [CD1-25.01]. As routes through Madingley are parallel to Scotland Road it is difficult to envisage a circumstance whereby traffic might be increased through Madingley. Refer also to the Request for Deemed Planning Permission [CD1-14, page 22] which notes that the scheme for traffic signage and wayfinding associated with Scotland Farm Travel Hub is to be submitted to and approved in writing by the local planning authority.
- 14.20.3 If anything, it is possible that trips which might pass through Madingley en route to Madingley Road Park and Ride or the city centre might in future pass via Dry Drayton to access the new Park and Ride, but this is considered to be marginal and unlikely to lead to any significant positive or negative impact.

14.21 OBJ247 - East West Rail [CD2-OBJ-247]

- 14.21.1 The Scheme crosses the planned route of EWR on land that the SoS has safeguarded for the new railway. EWR Co has therefore submitted a holding objection to allow suitable arrangements to be put in place to manage the interface between the two projects.
- 14.21.2 EWR Co states that it strongly supports the principle of the proposed Cambourne to Cambridge busway. It confirms that the Scheme will enhance public transport and facilitate sustainable development at key strategic development sites within the Greater Cambridge region, outcomes which are very much aligned with the objectives of EWR.
- 14.21.3 EWR Co confirms that it has already held constructive discussions with the Applicant and the Scheme promoter, the GCP, regarding the interface between the two projects. These discussions will continue to enable suitable arrangements to be put in place by agreement which ensure the effective co-ordination and delivery of both projects and their associated benefits.

14.22 OBJ250 - The National Trust [CD2-OBJ-250]

- 14.22.1 The National Trust has objected to the powers sought in the Order by the Applicant, including the provisions within Article 55 of the draft Order [CD1-02, page 41]. Article 55 seeks to suspend restrictive covenants in favour of the National Trust made under Section 8 of the National Trust Act 1937 [CD5-02, page 7]. The covenants restrict development of certain land within the Order Limits that may alter its natural appearance or condition or is, in the opinion of the National Trust, prejudicial to amenity. Further, consent is required from the National Trust to erect new buildings or fell trees on the land.
- 14.22.2 As the Applicant has not yet reached a negotiated agreement with the National Trust it has included Article 55 in the Order to provide clarity regarding the impact of the Order on the covenants. In the absence of a negotiated agreement, the inclusion of Article 55

strikes the most appropriate balance between the public interest of the Scheme proceeding and the continued benefit for the relevant purposes of National Trust in maintaining and enforcing the effect of the covenants. The covenants would continue to apply to the Order Land but be suspended in effect during the construction and operation of the Scheme. For the avoidance of doubt, the land subject to the covenants is not owned by the National Trust, is not inalienable land for the purposes of the National Trust Act 1907 [CD5-01] and is not land to which Section 18(1) of the ALA 1981 applies [CD5-05, page 43].

- 14.22.3 The National Trust does not appear to have an in principle objection to suspending the covenants for the Scheme. Their objection acknowledges *"that covenants do allow changes if, in the opinion of the National Trust, they are acceptable in the context of the intended purpose of the covenant"* [CD2-OBJ-250, paragraph 6, page 2]. In this respect, *"The Trust understands and supports the need for public transport infrastructure and sustainable transport proposals that will improve journey times and reduce congestion for residents and is generally supportive of the aims of the project"* [CD2-OBJ-250, text box, page 2]. Further, it states, *"In the context of the public benefit that the proposed public transport scheme would achieve when balanced against the harm that the Scheme would have upon the covenants, the National Trust accept that the harm would likely be outweighed by the benefits that can be delivered by the Scheme particularly if the impact on the conservation interest the Covenants are designed to protect is well managed"* [CD2-OBJ-250, paragraph 9, page 3].
- 14.22.4 The National Trust objection states that the purposes of the covenants are to preserve certain views, preserve the rural character of the area and to prevent urban sprawl. However, since the imposition of the covenants and as can be seen from historic maps, the M11 motorway has been constructed on the eastern side of the covenanted land and development has occurred at Coton Orchard by way of the construction of the Coton Orchard Garden Centre and associated car parking. In this respect, the land immediately adjacent to the Order Land within the Coton Orchard Garden Centre appears to no longer be bound by the covenants or, alternatively, the covenants have not been enforced by the National Trust in this location. The National Trust comments on the detailed conclusions of the Landscape and Visual Impact Assessment (LVIA) [CD1-11.08.01, page 30, chapter 5], although it notes both that the LVIA has been conducted in accordance with best practice and that *"any adjustments to reflect a greater magnitude of change or sensitivity would still not elevate the scale of effect to a level that could be considered significant in terms of Environmental Impact Assessment (EIA)"* [CD2-OBJ-250, paragraph 37, page 8]. The criticisms of the LVIA are not accepted. Coton Orchard is comprehensively screened currently, meaning that effects on views from Red Meadow Hill would be minor (see View 22 to TR08) [CD1-11.08.04, page 14]. Overall, the Applicant considers that the landscape is capable of accommodating the Scheme based on its relatively small scale and the substantial landscape mitigation that is proposed. The National Trust's objection suggests that they largely agree with the conclusions of the LVIA [CD1-11.08.01, page 63, chapter 6] and *"judge this scale of effect as being something that could be accommodated without too much harm"* [CD2-OBJ-250, paragraph 40, page 9].
- 14.22.5 The National Trust has also objected because it considers that mitigation proposed for non-veteran trees which would be impacted at Coton Orchard is inadequate. The National Trust state that damage to Coton Orchard is best addressed by restoring areas of Coton Orchard that have fallen out of production. The Applicant agrees that there are areas of Coton Orchard which could be restored, it having deteriorated from neglect over many years leading to a substantial loss of the original orchard. As the National Trust is aware, GCP has sought to engage with the owner of Coton Orchard on this precise point and has offered to enhance and restore areas of Coton Orchard.
- 14.22.6 The National Trust has asked to be consulted on the Arboricultural Method Statement and Veteran Tree Mitigation Strategy as well as the layout and landscaping for the replacement Open Space (which the National Trust considers is not an appropriate

location for tree mitigation). The Veteran Tree Mitigation Strategy [CD1-11.14.03] was prepared in accordance with the requirements of paragraph 193 (c) to the NPPF [CD8-01]. It sets out an approach to providing mitigation (including compensation) for the impact on veteran trees at Coton Orchard and was not intended to provide an overarching mitigation strategy for the impacts on Coton Orchard as a whole, nor (as the National Trust acknowledges) to account for the loss of non-veteran trees.

- 14.22.7 The proposed landscape design through Coton Orchard is outlined in the Design and Access Statement [CD1-17]. It aims to reinforce the presence of the existing orchard and the unique biodiversity habitat it creates, as well as reflecting the historical landscape feature of the area. Orchard trees are valued not only for their fruit but also for their blossom, with a typical early blossom after the long winter months. The key proposal along this section of the route will be rigid planting of fruiting and non-fruiting tree species reflecting the distinct character of the existing orchard. Non-fruiting species can be selected to allow a clear blossom path defining the character area and providing additional pollination opportunities supporting the existing orchard. Scattered fruiting species are included in the mix, to encourage informal fruit picking. The sample species of fruiting trees are based on Cambridge's local fruit varieties, with a range of fruiting seasons and potential uses (i.e. cooking, eating etc.). Mammal tunnels are to be incorporated within the Coton Orchard section of the Scheme.
- 14.22.8 The National Trust also wishes to be consulted on the discharge of a number of conditions in relation to approval of details for buildings or structures, accesses, fencing and lighting, and hard and soft landscaping which would affect the covenanted land. While the local planning authority is sufficiently equipped to deal with the discharge of these conditions effectively, the Applicant will discuss with the National Trust how to manage pre-submission engagement in respect of the details to be submitted for discharging the relevant conditions. The National Trust has also requested that landscaping is maintained for a 20 year period rather than the 10 year period required by the local planning authority. The Applicant does not believe this is necessary and no rationale has been presented as to why landscaping in this particular location requires such a lengthy maintenance period. The fact that the location is in the Green Belt does not alter this. No evidence has been presented that landscaping which survives to year 10 would be likely to fail in years 11 to 20.
- 14.22.9 In summary, there are compelling reasons for the Scheme to proceed in its current proposed alignment, including on the land subject to the covenants. This appears to be broadly accepted by the National Trust as explained above. Notwithstanding this, and as noted in the objection, the National Trust and the Applicant are continuing to engage in an attempt to reach agreement. The Applicant agrees with the National Trust that *"it is possible that [the National Trust's] concerns may be addressed by agreement with the Applicant"* [CD2-OBJ-250, text box, page 2] and the Applicant is working towards reaching agreement with the National Trust to address these concerns.

14.22.10 Other Relevant Objections

- (a) Other objections that make reference to the National Trust covenants are S Stephen [CD2-OBJ-03], Lord Whitty [CD2-OBJ-04], Sadler [CD2-OBJ-102], H Fox [CD2-OBJ-183], CPPF [CD2-OBJ-251] and Coton Orchard [CD2-OBJ-52] and the response above applies equally to these objections in that respect.

14.23 OBJ251 – CPPF [CD2-OBJ-251]

- 14.23.1 *Introduction and Planning Justification* (paragraphs 1-12 of the objection) [CD2-OBJ-251, pages 1 to 4]
- 14.23.2 CPPF raise questions with regards to the modelling and scheme benefits. These are both dealt with in the OBC [CD1-20.01 - CD1-20.27] and OBC addendum [CD1-21.01 -

CD1-21.04] A further note on modelling and compliance with DfT guidance post Covid will be prepared and submitted in advance of the inquiry.

- 14.23.3 CPPF suggest the modelling is flawed because of material change of circumstances and since Planning Policy SS/7 was formulated **[CD6-02, page 84]**. The assessment of the Scheme reflects upgrades to the A14, Cambridge North and the A428, as well as post Covid changes in compliance with DfT guidance. The assessment does not reflect EWR, also in compliance with DfT guidance, given the state of advancement of that scheme.
- 14.23.4 Conversely the report containing the CPPF alternative acknowledges **[CD7-09, page 1]** that this was *“first published July 2021, then updated in June 2023 and September 2024 to take account of policy”*. It is based on a solution initially submitted by CPPF in 2021 to the Independent Audit as a *“package of ‘quick win’ interventions to the Greater Cambridge Partnership and Combined Authority as an effective and low-cost interim solution while the details of longer-term infrastructure schemes, such as East West Rail, the CAM network and the Girton Interchange, are worked out”* **[CD8-27, page 58]**. That original disclaimer was and remains valid: the proposals in the report provide some ideas for stop-gap solutions on the assumption that EWR, the CAM network and Girton Interchange are to be developed.
- 14.23.5 Given that the CAM network at the time included the Scheme, Girton Interchange is not being upgraded and EWR may not be delivered for many years, CPPF have seemingly adapted the initial plans and presented them as an alternative solution but retained features such as a central inbound bus lane which the original paper acknowledged could not be recommended. The Applicant is undertaking an engineering assessment that will be produced in evidence, early findings suggest that the CPPF proposal is not compliant with design standards. In essence, the author of the paper **[CD7-09]** quite correctly recognised that this option cannot deliver a high-quality public transport solution as it fails to identify a recommended segregated bus route down Madingley Hill despite assertions to the contrary made by CPPF and other objectors. Whilst the report provided by CPPF is ambiguous, the CPPF objection refers to an inbound bus lane. The approach taken in the CPPF report appears to suggest a central bus lane which would not comply with design standards. However, an inbound bus lane which might be deliverable has already been fully assessed in the OBC **[CD1.20.01 - CD1.20.27]** and did not perform as well as the Scheme. In particular, delivery of such a bus lane would involve land-take, loss of trees, disruption to traffic and significant expense, none of which is adequately reflected in the CPPF report.
- 14.23.6 The point regarding Cambridge North is unclear as the busway is a flexible option and buses can readily proceed from West Cambridge through the North West Cambridge development site to Cambridge North.
- EWR* (paragraphs 13-17 of the objection) **[CD2-OBJ-251, page 4]**.
- 14.23.7 EWR has been dealt with in response to OBJ143 (CBAG) **[CD2-OBJ-143]**. In respect of paragraphs 16 and 17 the Applicant also notes the following:
- 14.23.8 The modelling carried out to support all the relevant levels of Business Case Appraisal has been done in accordance with TAG guidance. At each stage the modelling has been done using the CSRM model (albeit various versions) – which means that the modelling is both consistent and TAG compliant.
- 14.23.9 TAG Unit M4 "Forecasting and Uncertainty" **[CD8-21]** requires the inclusion of all schemes that are deemed near certain or more than likely:
- 14.23.10 Section 3.2.4 states "Local sources of uncertainty categorised as near certain should be included in the core scenario, whilst all sources categorised as hypothetical should be excluded. Between these two categories, an element of judgement may be required, but usually it would be expected that those inputs categorised as more than

likely will be included in the core scenario, whilst those categorised as reasonably foreseeable will be excluded" [CD8-21, page 12].

- 14.23.11 At this stage EWR does not fit into either of these categories as there is no certainty on what will be delivered or by when. And if Stage 3 (to Cambridge) proceeds in due course, and still includes a station in Cambourne, it is likely to have an opening year many years after the Scheme has begun operating. By then further work on first/last mile connectivity to EWR will have been undertaken and measures put in place to ensure that the schemes are interconnected and complementary.

Modelling (paragraph 19 of the objection) [CD2-OBJ-251, page 4]

- 14.23.12 The modelling carried out to support all the relevant levels of Business Case Appraisal has been done in accordance with TAG guidance. At each stage the modelling has been done using the CSRM model (albeit various versions) – which means that the modelling is both consistent and TAG compliant.
- 14.23.13 The CSRM F-series runs used in the OBC Addendum [CD1-25.07] were undertaken during 2022, when the after-effects of the Covid pandemic were still noticeable on traffic patterns, including a high level of home working. There was no definite knowledge on when (if ever) a "new normal" would be achieved.
- 14.23.14 TAG Unit M4 Appendix B (Nov 2023) [CD8-21, page 52] contains guidance on "Adapting the Core Scenario to large scale changes" – namely allowing for the after-effects of the Covid pandemic. Appendix B suggests three methods of adjusting previously calibrated traffic models, if a rebased (post-pandemic) model is not available. The third method – applying a post-model adjustment - is considered the only appropriate one in this case as all the modelling had already been completed.
- 14.23.15 A highway-only sensitivity test will therefore be carried out and submitted to the inquiry using the SATURN model (part of the CSRM suite of models). The Covid-19 sensitivity tests will be run only for the Core Minus scenario (as discussed and agreed with the wider modelling teams working on other GCP schemes and CCC).
- 14.23.16 In any event, continual and extensive monitoring is carried out on traffic volumes and patterns around Cambridge, including bus patronage and use of Park and Rides. This is showing that Park and Ride patronage reached pre-pandemic levels some time ago [CD7-26] and are now 25% above 2019 levels.

Modelling (paragraphs 20-25 of the objection) [CD2-OBJ-251, pages 4 to 5]

- 14.23.17 The F-Series Baseline comes from a full Present Year revalidation using 2019 data and is therefore TAG compliant and provides an accurate base off which to pivot. The with scheme test gives an indication of the numbers likely to shift mode. As stated in the previous response the F-series modelling was carried out in 2022 which was too early to carry out post-pandemic surveys and/or update the model.
- 14.23.18 CSRM is TAG compliant and the correct tool to use, the Scheme also used the DfT's uncertainty tool kit [CD8-22] to run a sensitivity test to take account of changes in travel patterns as a result of the pandemic and other possible future changes.

BCR (paragraphs 26 and 27 of the objection)

- 14.23.19 This is addressed in the response to Coton Busway Action Group (CBAG) OBJ143 [CD2-OBJ-143] above.

Biodiversity Impacts (paragraphs 28-38 of the objection) [CD2-OBJ-251, pages 5 to 7]

- 14.23.20 The impacts on each of the sites noted in paragraph 28 of the objection have been considered. However, no significant effects are predicted for the city wildlife sites

(scrubland east of the M11 and Bin Brook) and Coton Path Hedgerow due to one or more of: the quality of habitat affected, the small impact (both absolute and relative) and the extent of replacement habitat. This is summarised in paragraphs 8.3.7- 8.3.10 of the ES Main Report [**CD1-10.01, page 109**].

- 14.23.21 The impact on Coton Orchard as a county wildlife site is reported as a significant effect at a county scale (8.3.7 of the ES Main Report) [**CD1-10.01, page 109**]. The impact reported includes loss of 0.42ha of Traditional Orchard HPI and up to six veteran trees (which, while important, are not on the NERC list of HPis, as claimed by CPPF). The Applicant is confident that impacts to three of these trees can be managed such that they can be retained in good health. Proposed measures to mitigate the impact on veteran trees are contained in Appendix TR14.2 Draft Veteran Tree Mitigation (including Compensation) Strategy [**CD1-11.14.03**]. While the county wildlife site is not designated for breeding birds, its value for these species has been assessed within TR5 – Ecology [**CD1-11.05**].
- 14.23.22 The significant effect from loss of traditional orchard would be addressed through the implementation of measures explained within the ES Main Report and relevant technical reports (TR5 – Ecology [**CD1-11.05**] and TR14 – Arboriculture [**CD1-11.14.01**]).
- 14.23.23 The mooted indirect ecological impacts of the Scheme have been taken into account, and various measures to help minimise severance are proposed. As stated in para 3.2.10 of the ES Main Report [**CD1.10.01, page 25**]: *“Various measures have been included to maintain safe wildlife movement across the busway, including underpasses for animals like badgers, foxes and rabbits, and retention of most of the poplar trees on the eastern boundary to maintain a route for bats. The route will be suitably fenced for security and to guide mammals towards underpasses, preventing them crossing the busway, minimising collision risk”*. The range and types of wildlife using the county wildlife site are not sufficiently noteworthy for a significant effect at the same scale of (county) reference, even supposing that disturbance impacts are likely, which we do not consider that they are.
- 14.23.24 As for the demise of the orchard (and its viability as a land use), this has been an ongoing issue over the last 40+ years. The orchard originally encompassed an area of 23.78ha, which persisted at least into the 1970s. However, during the course of the 21st century (and based on observations of aerial photos) there is an evident diminution of the area of actively managed orchard. By 2022 the decline in the extent of the orchard is around 70% from its original extent, with a decrease in the area managed as an orchard to its current area of an estimated 6.9ha. Of this remaining orchard habitat, 0.63ha contains the original orchard trees.
- 14.23.25 The eastern portion of the site has seen the most dramatic change, with some 8.6ha of orchard reverting to scrubland/woodland, although 2.4ha of the woodland still contains lines of mature orchard trees within the canopy, though this is not managed as orchard. To the north of the site, south of Madingley Road, a similar change has occurred, resulting in a loss of 3.5ha of orchard.
- 14.23.26 The creation of the garden centre in the central portion of the site resulted in the loss of orchard west to Cambridge Road and north to Madingley Road and now covers almost 2ha. In addition to the garden centre, storage areas cover some 0.2ha.
- 14.23.27 Aerial photos show a gradual decline in the number of orchard trees within the central portion and western extent of the site, resulting in an increase of open areas containing predominantly grassland. It is within these sections that previously higher intensity maintenance practices have led to the dominance of grassland within the understorey. The viability of the remaining orchard will depend on its ongoing management. It is understood that the orchard has long been considered commercially unviable, though continued management of the remaining 6.9ha is down to the commitment of the current owner. The GCP has offered support to the owner of the orchard in

management of the non-orchard areas to bring them back to "productive" orchard use and improve the area's potential for wildlife. This has not received a response.

- 14.23.28 Whilst desirable, there is no obligation to select the environmentally most benign option nor to avoid significant adverse effects as suggested in paragraphs 33 and 34 of the CPPF objection [CD2-OBJ-251, pages 6 to 7]. These are considerations that the decision maker will need to bear in mind and weigh against other aspects, such as transport benefits. Having said that, there is no reason to believe that the CPPF alternative along Madingley Road (which is in any case not viable and therefore not a true alternative) is environmentally (including ecologically) more benign: it would pass the edge of Madingley Wood SSSI with potentially direct impacts on it. Madingley Wood SSSI is supporting habitat for the Eversden and Wimpole Wood SAC due to a maternity roost of barbastelle bats. Moreover, it would (once necessarily modified) require loss of mature trees, including oaks, on one side or the other of Madingley Road.
- 14.23.29 An alternative route through Coton Orchard was proposed by the GCP in October 2022 and rejected by CPPF at the time. This more northern alignment utilised a gap in the line of original Bramleys and thus avoided impacts on these older trees.
- 14.23.30 The emergency and maintenance track is considered essential to the busway's safe and efficient operation as set out in section 10.3 above.
- 14.23.31 The provision of a maintenance and emergency access track is considered essential to ensure that any maintenance of features such as lighting, signals, hedges etc can be undertaken without conflict with bus services and so that in the case of an instance requiring evacuation, passengers can be safely disembarked and evacuated. Where existing utilities such as the fibre optic cables serving the UoC need to be maintained along the corridor this would also make use of the maintenance track.
- 14.23.32 The proposed use of the maintenance track to serve active travel users is beneficial given that this would be a higher quality all seasons route for commuters compared to the Comberton Greenway which may appeal more to leisure users.
- 14.23.33 GCP has sought to engage Houston Crest Properties Ltd with regard to human disturbance of the Orchard and remains willing to discuss fencing requirements.

Landscape (paragraphs 39-40 of the objection) [CD2-OBJ-251, page 7]

- 14.23.34 The Applicant disagrees that the assessment has not fully appreciated the landscape and visual amenity sensitivities of the landscape north and east of Coton and adjacent to the Rifle Range track east of Bin Brook. The LVIA has been conducted in accordance with best practice and assesses the value, susceptibility, and sensitivity of the landscape in a suitable manner. The methodology included extensive site surveys during winter and summer across the landscapes and townscapes likely to be affected by the Scheme to fully understand their sensitivities along with a review of published landscape character assessments. The area to the north and east of Coton covers two published LCAs, LCA 3B Bourn Tributaries Lowland Farmlands and LCA 4B Lolworth to Longstowe Wooded Claylands, both of which were assessed with a medium value, medium susceptibility to change, and a medium resultant sensitivity. Typical characteristics of a medium sensitivity landscape outlined in the methodology are "landscapes of local or regional recognition or importance able to accommodate some change (i.e. features worthy of conservation, some sense of place or value through use/perception)" [CD1-11.08.02, page 9, table TR8.1-2-3]. The assessment has fully appreciated the sensitivities of the LCAs. The LCAs are acknowledged to have distinctive local features but also contain some detracting elements that concludes in a medium sensitivity for the LCA.
- 14.23.35 With regard to the Rifle Range track and its adjoining landscape immediately west of Bin Brook (West Fields), it is not reasonable to assume that effects on visual amenity,

including embedded mitigation, from specific receptors correlate to a similar assessment of effect on landscape character. Assessment of landscape character assesses the character of the landscape itself along with impact on landscape features, while visual amenity assessment evaluates the impact of change on what people can see and experience visually. They are related but separate assessments and assumptions that judgements of impact on visual receptors equates to a similar judgement of impact on landscape character are not applicable.

Serving Cambridge North (paragraph 41 of the objection) [CD2-OBJ-251, pages 7 to 8]

- 14.23.36 The purpose of the Scheme is to link Cambourne to Cambridge, not to Cambridge North. However, it is envisaged that some buses may proceed towards Cambridge North via Eddington if demand is there. The benefit of the proposed bus-based solution over the rapid transit promoted by Cambridge Connect is that it can be flexible on route choice.

Technology for Bus guidance (paragraphs 42 to 43 of the objection) [CD2-OBJ-251, page 8]

- 14.23.37 The technology available for the guidance of buses includes that which has been tested in motorway conditions in Scotland for over a year on the CAVForth trials. Further tests will commence shortly in Cambridge, as part of UK Government trials.

Summary of CPPF alternative (paragraphs 44-50 of the objection) [CD2-OBJ-251, pages 9 to 10]

- 14.23.38 The information presented by CPPF for building an inbound bus lane down Madingley Hill fails to demonstrate that the alternative scheme is feasible and would deliver the same scale of benefits as the proposed Scheme. Significant work on an in-bound on-line bus land was undertaken at OBC stage and is comprehensively assessed in the OBC [CD1-20.01 – CD1-20.27] and OARs [CD1-20.07-CD1-20.09] and was not considered to be the preferable option. This work was reflected in the Independent Audit undertaken in 2021 [CD8-27].

- 14.23.39 A further engineering assessment of the latest iteration of the CPPF scheme is in progress and will be submitted in evidence to support the Applicant's case. Early findings of the assessment suggest that the central inbound bus lane proposed by CPPF:

- (a) would not be deliverable within the existing highway boundary as claimed;
- (b) would impact either the Madingley Wood (SSSI) and American Cemetery to the north or the existing commercial and residential properties to the south;
- (c) does not comply with the relevant design standards and guidance; and
- (d) raises significant road safety concerns due to the non-compliant layout.

- 14.23.40 One of the key safety concerns identified in the engineering assessment so far in relation to the CPPF proposals is the potential for conflicts between right turning vehicles, buses and active travel users. Introducing a road layout which is non-standard and is unfamiliar to the public would come with an increased risk of road traffic collisions. The proposed filter pockets provide no clear indication of priority and would position right turning vehicles in a vulnerable position where they may be at risk of a collision with buses or other vehicles completing right turn movements.

- 14.23.41 Given the road safety concerns highlighted so far by the engineering assessment it is considered highly unlikely that the required technical approvals for the design of such a scheme could be secured making it undeliverable.

14.24 OBJ252 - PX Farms Limited [CD2-OBJ-252]

Insufficient negotiation

- 14.24.1 Considerable effort has been made to reach agreement for acquisition by negotiation but to date there is a significant distance between the parties' positions.

Outside Scope of Expressed Aims

- 14.24.2 The proposals include electric vehicle charging points as required by the conditions set down by the local planning authority. These aspire to achieve revenue neutrality but are not intended as a commercial activity. As such the land proposed to be acquired is reasonable. Ongoing negotiations are continuing and an offer has been made but the landowner's proposed terms in response are not realistic and cannot be agreed.

Procedural irregularity

- 14.24.3 The notice was initially served on the previous freehold owner and has now been re-served on the current freehold owner with an extension of time to permit any further response. Both freehold owners are controlled by the Peck Family.

Adverse Impact

- 14.24.4 The concerns raised are assessed in the ES Main Report [CD1-10.01]. No permanent noise or transport effects are predicted. Residents of approximately 10 properties at Scotland Farm will have significant visual effects during the early years of operation, although these will diminish with time as mitigation planting matures. Significant noise and visual effects will occur temporarily as a result of construction works.
- 14.24.5 Ongoing discussions with PX Farms' agent are progressing, in particular assessing the potential adverse impact on the retained land owned by PX Farms. It is the intention where possible to come to an agreement with PX Farms.

14.25 OBJ255 - Martin Grant Homes [CD2-OBJ-255]

- 14.25.1 Engagement with EWR and relevant local planning authorities is ongoing to plan for connectivity (such as provision of a Travel Hub) should a Cambourne station come forward in the future.

14.26 OBJ266 - J Latham [CD2-OBJ-266]

- 14.26.1 A solution is required which is compatible with the existing Cambridgeshire Guided Busway so that services can access destinations such as Cambridge Biomedical Campus.
- 14.26.2 The GCP is currently trialling sensor guided vehicles which have operated satisfactorily on the CAVForth trials in Scotland where buses ran on segregated routes and the motorway. This uses technology similar to the lane keeping assist which is now commonplace in many modern vehicles.
- 14.26.3 The costs of implementing a light rail system are considered to be significantly higher than the infrastructure for busways since the construction of the busway follows the engineering principles of a conventional highway.
- 14.26.4 The Cambridge Connect recommendations are addressed above in response to OBJ224 [CD2-OBJ-224]. The benefits of light rail are recognised, cost notwithstanding, and the Scheme could be converted to light rail at some point in the future, but it is also recognised that light rail would be costly and time consuming to install in Cambridge. The experience of the Midland Metro Extension in Birmingham cost over £200M/mile in

the city centre and costs may be even higher for a medieval centre such as Cambridge.

- 14.26.5 Data on busway performance, amongst other data, is published annually [CD7-18]. Busway patronage increased year on year before Covid and from 2020 onward has started to rebuild year on year. Prior to Covid the busway scaled up operations in the light of that demand, albeit that in a deregulated environment such growth in provision cannot be dictated by CCC. With bus deregulation, CPCA would be better placed to plan for growth.
- 14.26.6 Issues relating to Scheme finance and benefits and EWR have been addressed in the response to OBJ143 (CBAG) [CD2-OBJ-143].
- 14.26.7 The alignment of the Scheme avoids the Riffle Range area. Therefore, this alignment would be suitable for an upgrade to light rail if taken forward in the future, albeit there are currently no plans for such an upgrade to be taken forward.
- 14.26.8 The majority of points 12 to 18 repeat those dealt with in the table shown in Section 14.2 of this Statement. The majority of the Scheme is segregated, the exception being the section through Hardwick where there was strong local opposition to an off-line solution which would have had significant visual impact on adjacent properties. Given this and the modest levels of traffic on this section the case for segregation could not be justified but the proposed layout has been developed to discourage through traffic as far as is practical.

14.27 OBJ271 - Anglian Water and Cambridge Water [CD2-OBJ-271]

- 14.27.1 Anglian Water and Cambridge Water (part of South Staffordshire Water) have submitted a holding objection to allow for further, more detailed discussions, in relation to the interface of the Scheme with the proposed Fens Reservoir scheme, the connecting spur of the proposed Grafham to Rede pipeline scheme and local existing assets.
- 14.27.2 As stated in the holding objection, GCP, the Applicant and Anglian Water have been engaging positively in relation to the Scheme and Anglian Water state that they have no objections in principle to the detail provided to date in relation to the proposed alignment, layout or other design details shown on the submitted plans for the Scheme within the context of the proposed Fens Reservoir scheme. The Applicant has included protective provisions for the benefit of Anglian Water and South Staffordshire Water's infrastructure within the Order Limits. Both parties are confident based upon discussions to date that agreement can be reached thereby allowing the removal of this holding objection as soon as possible prior to the closure of the Inquiry.

14.28 OBJ285 - The Needham Research Institute [CD2-OBJ-285]

- 14.28.1 The flood risk assessment is reported in Appendix TR13.1 to the ES [CD1-11.13.02], and is summarised in the ES Main Report [CD1-10.01]. Refer also to the response to OBJ 301 [CD2-OBJ-301] (paragraph 14.30 below).
- 14.28.2 The Applicant will not be providing results at a 1mm resolution, because water level or relative difference grids at this scale are well beyond the confidence limit of the hydraulic modelling software or flow estimation techniques.
- 14.28.3 A review of peak flow rates through Bin Brook has been undertaken and is currently being reviewed by the Environment Agency.

14.29 OBJ294 - Woodland Trust [CD2-OBJ-294]

- 14.29.1 The Woodland Trust claim that the trees have been incorrectly categorized because the Applicant has applied flawed methodologies. This is not accepted. The key

definition is that found in the NPPF [CD8-01, paragraph 193 (c) on page 56, and Annex 2 Glossary ("Ancient or veteran tree" page 70, "Irreplaceable habitat", page 74]. The Applicant has applied the transparent approach in the veteran assessment. The Applicant has applied a clear methodology and has reached conclusions in accordance with the published reference materials that were available at the time of the assessment.

- 14.29.2 In any event, as set out above, even if the relevant trees were considered to be veteran trees, their loss and deterioration would be avoided by the identified measures, including the use of translocation. Further, even if there is some loss or deterioration, wholly exceptional reasons and a suitable compensation strategy exist to justify that loss and deterioration.

14.30 OBJ301 – Environment Agency [CD2-OBJ-301]

Protective Provisions

- 14.30.1 The Environment Agency have requested some changes to the protective provisions. These are being considered by the Applicant.

Flood risk

- 14.30.2 The Environment Agency confirmed that they had previously reviewed the modelling at the pre-application stage and that they required the model to be re-submitted to confirm that the matters raised in the (November 2023) pre-application review had been suitably addressed. To address this, the modelling and associated reporting were provided to the Environment Agency following receipt of their request (February 2025). A meeting to review the actions undertaken in response to the pre-application feedback has been arranged and it is hoped that this will enable the Environment Agency to confirm that their core concerns have been addressed.

Fisheries, Biodiversity and Geomorphology

- 14.30.3 The Environment Agency have requested Conditions 15 and 19 are applied and that during detailed design, provision for otter crossing at times of flood is included in the detailed design, as well as that consideration to the impact on otters be included in the construction management plan. This can be addressed at detailed design phase.

Other

- 14.30.4 The Environment Agency included in their response information regarding potential requirements for water vole monitoring, groundwater and contaminated land and related matters to be considered at detailed design and construction. Again, this can be addressed at detailed design.

14.31 OBJ307 - District and County Councillors for Dry Drayton [CD2-OBJ-307]

- 14.31.1 The CoCP [CD1-26] will preclude the use of Dry Drayton as a route for construction traffic and engagement with the Parish Council will be ongoing to enable the reporting of any noted infringements.
- 14.31.2 The Park and Ride will not be signed from the A14 or promoted as such a route but the Applicant will continue to engage with the Parish Council with regard to the potential for traffic calming should this be required.
- 14.31.3 Traffic impact matters are dealt with further in the Transport Assessment [CD1-25.01] and do not suggest a significant impact on Dry Drayton.

- 14.31.4 GCP is working with EWR and relevant local planning authorities to identify the scope for an extension of the Scheme to an interchange with any future Cambourne station should one be provided in the future.
- 14.31.5 In response to earlier consultation GCP prepared a proposal for an active travel route to connect Dry Drayton to the Travel Hub. Initial proposals were rejected by the Parish Council, but work has been ongoing to develop a mutually acceptable solution.

14.32 OBJ308 - The Cambridgeshire and Peterborough branch of CPRE, the countryside charity

- 14.32.1 One of the main Scheme benefits identified in the business case is land value uplift. In the light of the Government announcements on the Oxford-Cambridge Growth Corridor it is anticipated that land value uplift is more likely to increase. The core assessment is set out in the OBC [CD1-20.01 – CD1-20.27]. Wider points regarding growth in Cambridge made by CPRE are not in line with Government policy.
- 14.32.2 Comments relating to impacts on Coton Orchard and landscape impacts are addressed in the response to REP09 [CD2-REP-09] and in the response to OBJ250 (National Trust) [CD2-OBJ-250] above (14.22), amongst others.
- 14.32.3 The Scheme will not be visible from the American Cemetery and has no significant effect on the setting of the registered park and garden and its listed structures. In contrast, the option promoted by CPPF which CPRE appear to endorse, would either require land from the Cemetery or necessitate significant adjacent construction and land-take.
- 14.32.4 With regards to the effectiveness of busways, unlike a light rail system, the Scheme is able to serve smaller communities off the main route. The Caen system referred to was a hybrid bus/tram system with central guidance rail and overhead wires which is not comparable to the Scheme proposed. The proposed sensor guidance allows alterations to be made to the routes. In the short term, buses can divert under driver supervision and in the medium term, new routes can be adapted.
- 14.32.5 GCP supports the need for an Integrated Transport Policy and is working with CPCA to develop the new Greater Cambridge Transport Strategy. The proposals are aligned with the Local Connectivity and Transport Plan [CD6-09] which is the current strategy. It is unclear why the Scheme should be delayed whilst the next Strategy is developed given the alignment of the Scheme with local, regional and national policy as outlined in the Strategic Case [CD1-20.05].
- 14.32.6 Matters such as the impact of Covid and on-line options have been assessed in line with DfT requirements. Similarly, points on EWR and alternatives are addressed in the table set out at Section 14.2 above. Issues relating to Climate Change are addressed in the ES Main Report [CD1-10.01].

15. REPRESENTATIONS

15.1 REP01 – N Roberts [CD2-REP-01]

- 15.1.1 Refer to Transport related responses to OBJ45 [CD2-OBJ-45], OBJ199 [CD2-OBJ-199], OBJ257 [CD2-OBJ-257], OBJ260 [CD2-OBJ-260], OBJ267 [CD2-OBJ-267], OBJ275 [CD2-OBJ-275-a, CD2-OBJ-275-b, CD2-OBJ-275-c, CD2-OBJ-275-d] and OBJ289 [CD2-OBJ-289] as noted in Part 1 of the objection response in respect of the impact on Dry Drayton.
- 15.1.2 The Transport Assessment [CD1-25.01, page 55] states in 9.7.5 that the Construction Traffic Management Plan will limit access for construction traffic through local villages including Dry Drayton.

- 15.1.3 Dry Drayton Parish Council has made strong representation to GCP with regard to access to the Park and Ride [CD2-REP-02]. Solutions to improve non-motorised access have been prepared but will be advanced outside the Scheme as it is felt that these extend beyond the TWAOs powers.
- 15.2 REP02 – Dry Drayton Parish Council [CD2-REP-02]**
- 15.2.1 Please see paragraph 15.1.3 above, which also applies here. REP03 – North Newnham Residents' Association [CD2-REP-03]
- 15.2.2 It is noted that North Newnham Residents' Association fully supports the Scheme.
- 15.3 REP 04 – St John's College, Cambridge [CD2-REP-04]**
- 15.3.1 Refer to the response to the flooding related objections as set out in the table at Section 14.2 of this Statement.
- 15.4 REP 05 – Pippa Heylings MP [CD2-REP-05]**
- 15.4.1 Pippa Heylings MP requests that a public inquiry be held and that it includes a review of process and evidence used to determine the off-road section of the bus route and its environmental impact. A public inquiry is being held and therefore, such a review can be undertaken.
- 15.5 REP06 – Secretary of State for Transport [CD2-REP-06]**
- 15.5.1 The Applicant is liaising with the Government Legal Department in relation to crown interests. The locations of these interests can be seen on the Crown Land Plan [CD1-12.04]. The Government Legal Department noted that they were not yet in a position to provide the Applicant with a full and substantive response on behalf of the SoS. The Applicant anticipates that Crown consent will be forthcoming and hopes to reach agreement in respect of the relevant land in advance of the opening of the Public Inquiry.
- 15.6 REP 07 – Royal Mail [CD2-REP-07]**
- 15.6.1 The Royal Mail has made a number of requests with regard to communication of road closures and disruption. These will be considered during the construction period albeit long term road closures are not envisaged, and no Royal Mail facilities are located in the vicinity of the Scheme.
- 15.7 REP08 – Historic England [CD2-REP-08]**
- 15.7.1 Historic England states that it considers that any adverse impact of the proposed development on designated heritage assets would be minimal.
- 15.7.2 Historic England also agree with the conclusions of the heritage assessments submitted with the Application that the level of harm to designated heritage assets would be within the range of "less than substantial harm" in NPPF terms.
- 15.8 REP 09 – South Cambridgeshire District Council and Cambridge City Council [CD2-REP-09]**
- 15.8.1 The representation notes that the busway link is essential for a number of reasons, namely: housing delivery, economic integration, research and education, sustainable transport goals, meeting the needs of communities and the strategic importance of Cambridge. The representation mentions a number of environmental themes which the Applicant responds to as below. Work is well advanced to agree Statements of Common Ground with both authorities in advance of the Public Inquiry.

Biodiversity Impact

- 15.8.2 Additional habitat creation (whether outside or within the Order Limits) is not considered necessary to provide effective compensation. Appendix TR14.2 [**CD1-11.14.03**] contains a series of mitigation options, which includes appropriate habitat creation. Habitat creation outwith the Order Limits would require agreement with third party landowners, either directly in respect of the loss of the original orchard Bramley trees or as part of the wider BNG strategy. The BNG strategy for the Scheme is secured under condition 15 of the Deemed Planning Permission [**CD1-14, page 15**], which requires that no phase of the development, with the exception of those stated, shall commence until a BNG plan has been submitted to and approved in writing by the relevant local planning authority.
- 15.8.3 The current proposals include a number of measures to mitigate ecological impacts. Several aquatic surveys of Bin Brook [**CD1-11.05 TR5.01**] have been completed in support of the EIA. Mitigation measures outlined in the CoCP document will be adhered to which will prevent adverse effects on the aquatic habitats, as noted in paragraph 5.1.2 in TR5.1 [**CD1-11.05 TR5.01, page 37**].

Heritage Impact

- 15.8.4 The Councils recommend further work to fully evaluate the extent of impacts on designated and non-designated heritage assets. To the extent that this relates to below ground archaeology, the ES Main Report (9.4.13) [**CD1.10.01, page 125**] notes that an archaeological mitigation strategy will be set out in an agreed WSI in consultation and approved by CCC's archaeological advisor. The archaeological mitigation for the Scheme is secured under condition 7 of the Deemed Planning Permission [**CD1-14, page 9**]. Necessary measures implemented within the concentrated areas of archaeology are likely to take the form of targeted archaeological excavation and recording and/or "strip, map and record" to form preservation by record, undertaken in advance of groundworks across all areas where disturbance is proposed.
- 15.8.5 Condition 7 of the deemed planning permission [**CD1-14, page 9**] sets out requirements for securing the implementation of a programme of archaeological mitigation work in advance of groundworks and construction.

Landscape Impact

- 15.8.6 We note the Councils' recommendation that the status of EWR be considered and where appropriate addressed as a potentially cumulative development. The EIA (and cumulative assessment) for the Scheme was completed prior to the publication of the EWR scheme alignment that has since been the subject of non-statutory consultation. Given the uncertainty of the EWR project at the time that the ES for the Scheme was prepared, a meaningful cumulative assessment of the two schemes could not be completed. However, the Applicant is working with EWR to seek opportunities for a high-quality and integrated landscape design across both schemes.

Arboricultural Impact

- 15.8.7 The Applicant is aware of the TPOs potentially affected by the Scheme, which comprise three trees off the Rifle Range track and the 13 original Bramleys in Coton Orchard. The former have been the subject of an engineering feasibility study to ensure protection during construction and from the completed busway in their vicinity, which is described in Appendix TR14.3 [**CD1-11.14.04**]. The proposals have been discussed with and received general endorsement from the City Council's tree officer. The Coton Orchard trees received TPO status after the submission of the Application. Impacts on up to six of these trees have been identified, with mitigation proposals outlined in Appendix TR14.3 [**CD1-11.14.04**].

- 15.8.8 The Councils also refer to the loss of vegetation along the busway route that may impact wildlife corridors with a suggestion for supplementary planting to enhance biodiversity and restore connectivity after construction. The Scheme is not predicted to greatly impact wildlife corridors; indeed, the proposals include a substantial increase in planting through areas where there is little currently. Moreover, with a commitment to achieve at least 10% BNG and up to 20% BNG, the enhanced biodiversity the Councils seek will be more than achieved.

Sustainability Impact

- 15.8.9 The Councils note that flooding considerations focus on watercourse and groundwater impacts. In fact, these aspects are considered separately from flood risk. The assessment of impacts on water resources was limited in scope given that no significant effects had been considered likely at the outset of the EIA.
- 15.8.10 The Councils' requirements for including potable water supply are noted. Requirements for conservation of water during the construction phase are stipulated through the draft CoCP [CD1-26, page 18 (section 3.18)], which was reviewed by the shared authority during its formulation.

Accessibility Impact

- 15.8.11 The Councils comment on inclusive mobility guidance and a required uplift of designated parking for disabled users from a minimum of 2% of parking to 5% to align with Local Plan requirements, as well as the requirement that designated bays are located as close as possible to bus stops to maximize convenience for users with mobility impairments. The Councils also request that cycle stands at the Travel Hub include disability-inclusive racks to accommodate adapted cycles and ensure accessibility for all cyclists. These are all matters which can be addressed at detailed design.

15.9 REP 10 – National Highways [CD2-REP-10.01, CD2-REP-10.02]

- 15.9.1 National Highways confirms in their representation that engagement continues in relation to design and land matters. Discussions are progressing with a view to reaching agreement as soon as possible.

15.10 REP 11 – Natural England [CD2-REP-11]

Habitat Regulations Assessment (HRA) [CD1-11.05 TR5.11]

- 15.10.1 In relation to HRA matters, Natural England suggest that foraging habitat has not been considered or appropriately surveyed. It is of note that during the discretionary advice service with Natural England, the Applicant was discouraged from collecting advanced bats technique data to prevent double handling of bats with the EWR project. Instead EWR radiotracking data was shared with the Applicant, which was not publicly available at that time.
- 15.10.2 The HRA therefore used available evidence, as directed by Natural England, to inform its conclusions. The Applicant is engaging with Natural England including the provision of a detailed habitat breakdown available to barbastelle across the Scheme. With the inclusion of landscaping, there is a net gain of foraging habitat as a result of the Scheme. A signposting document and supplementary information will be provided to Natural England detailing specific barbastelle habitat losses and habitat creation. Natural England further state that Coton Orchard was not surveyed. However, the Scheme has been subject to multiple surveys (transect and static surveys) including surveys from within Coton Orchard. Details of these surveys and results will be included within the further liaison with Natural England and confirmed within the signposting document. Further analysis will be provided within the supplementary information.

- 15.10.3 Cambridge Ecology surveys completed for the Scheme indicated a low level of barbastelle bat activity in Coton Orchard compared to other locations across the Scheme [CD1-11.05 TR5.05]. As detailed in [CD1-11.05 TR5.05], no commuting of barbastelle were observed on the strongest linear features within or immediately adjacent to Coton Orchard during the crossing point surveys. However, foraging barbastelle were recorded within the wider area, but these individuals were not considered to be using the crossing point feature or commuting.
- 15.10.4 Natural England say that they are not yet in a position to rule out adverse effects on the SAC as a result of mortality from collisions. The HRA [CD1-11.05 TR5.11] details that there is a very low risk of collision due to the limited operation of the bus (up to midnight) and limited frequency (maximum 20 movements per hour). These risk timeframes are also restricted to specific times and seasons. The SAC is designated due to the breeding population of barbastelle, present April to September. During this period of time, a higher level of the bus movements will be during daylight hours when the presence of bats will be limited. It is therefore considered that the very low risk of collision coupled with a more resilient known population size allows for maintenance of the favourable conservation status of the population. Further analysis will be provided within the information shared as part of the further liaison with Natural England.

Lighting plans – pre-construction, construction and operation phases

- 15.10.5 Natural England note that barbastelle bats could be impacted by even low levels of light and requests to see and approve lighting plans. The majority of the Scheme will be unlit. As stated within the HRA [CD1-11.05 TR5.11], the lighting scheme has been designed to minimise adverse effects on extant bat populations. Additionally, it was concluded within the HRA [CD1-11.05 TR5.11] that this would be achievable via the creation of a sensitive lighting scheme during the detailed design stage. The Applicant will further engage with Natural England regarding plans for lighting at compounds and junctions.

Crossing point mitigation

- 15.10.6 Natural England have requested that the gap between canopy heights either side of the road should be less than 20m and should not be any wider than a standard two-lane road (c7m). The Applicant intends to engage with Natural England on this point including the provision of full detail on proposed landscape treatments required to maintain landscape permeability.

Foraging areas

- 15.10.7 Natural England have detailed that they deem there to be insufficient consideration of foraging habitats. As detailed for the HRA [CD1-11.05 TR5.11], the Scheme has utilised data from a variety of sources including from the EWR scheme and site-specific work involving Coton Orchard. The Applicant will continue to engage with Natural England to provide further information that has become available since the publication of the ES.
- 15.10.8 Natural England further query the consideration of indirect effects on barbastelle prey species notably moths. While invertebrate surveys, including of Coton Orchard, have been completed across the Scheme, drawing a relationship between these results and barbastelle foraging is difficult to achieve. The Ecological Impact Assessment [CD1-11.05] focuses on the types of habitat to be impacted and this can be considered to represent an inference of impacts on bat foraging. The Applicant will engage with Natural England further on this point in order to reach agreement.

Coton Orchard County Wildlife Site

- 15.10.9 The designation of Coton Orchard as a county wildlife site is acknowledged. It is however noted that the CWS designation was allocated due to the presence of the

"traditional orchard". Occasional barbastelle presence within the CWS and the presence of wider populations of barbastelles, as defined in the ES [CD1-10.01, page 76] and HRA [CD1-11.05 TR5.11, page 29], were not a contributory factor to the CWS designation. The methodology followed has valued and assessed bats appropriately and to best practice. The Applicant will engage with Natural England in regard to the habitat present within the orchard and how that relates to known movement of barbastelles from Madingley Wood SSSI.

- 15.10.10 It is further noted that surveys of the orchard have taken place supplemented by radiotracking data from EWR. Therefore, potential foraging locations have been given due attention.
- 15.10.11 Natural England identify a suite of moth genera that are typical prey of barbastelles and relate that to the terrestrial invertebrate survey results presented in TR5 [CD1-11.05 TR5.14]. Many of these genera are not however "micro moths" as stated by Natural England. The Applicant will engage further with Natural England on this point.
- 15.10.12 Natural England have requested that the bus speed limit be reduced to 30mph (from 50mph) within the orchard. This is not necessary given the low risk of collision as outlined above.

Further surveys and analysis

- 15.10.13 The Applicant intends to engage with Natural England in regard to their statement that updated surveys and/or analysis is required.

15.11 REP 12 – R Styles [CD2-REP-12]

- 15.11.1 The representation in some degree appears concerned with matters in Kent rather than Cambridgeshire and appears to be based on the misconceptions that a busway requires heavy rail costs and motorway land take.
- 15.11.2 The representation challenges the decision to invest in busways. That decision dates back to the City Deal and the underlying Transport Strategy for Cambridge and South Cambridgeshire which in turns reflects the ability, which Mr Styles recognises for buses to provide a flexible service which penetrates the settlements of Cambridge and Cambourne as well as new developments, and to ensure interoperability with the existing busway. Setting aside the increased costs of a light rail system and the technical and environmental challenges of constructing such a system through the centre of Cambridge, such solutions offer a high capacity but inflexible service which is more suitable on high volume urban transit corridors.

16. STATEMENTS OF CASE

- 16.1 The Applicant has received seven Statements of Case to 19 March 2025 prepared by other parties; any received by the Applicant after this date have not been considered in the Applicant's Statement of Case.
- 16.2 Mr A Treacy has submitted a Statement of Case further to objection identifier OBJ50 [CD2-OBJ-50]. This objection mentions themes for which the Applicant provides responses in the table in paragraph 0.
- 16.3 Dr J T Green has submitted a Statement of Case further to objection identifier OBJ53 [CD2-OBJ-53]. The response to the objection should also be taken as the Applicant's response to the Statement of Case.
- 16.4 Ms Anna Gazeley, Director of Coton Orchard Limited and Company Secretary of Houston Crest Properties, has submitted a Statement of Case further to objection identifier OBJ52 [CD2-OBJ-52]. The Applicant's response to the majority of the themes in Ms Gazeley's Statement of Case are covered in the table shown at section 0 of this Statement. In addition, in respect of potential

adverse commercial impact, the Applicant's property advisers have sought to engage with Houston Crest and remain available to discuss matters such as access, security and commercial impacts. With regards to the Planning Policy Conflict, please refer to paragraph 14.33.2 of this Statement and Appendix 4 of this Statement, specifically paragraph 193 on page 56 of the NPPF [CD8-01]. Separately, information on the proposed new service reservoir at Madingley is included in the Applicant's response to OBJ271 above at Section 14.27.

- 16.5 North Newnham Residents' Association has submitted a Statement of Case fully supporting the Scheme.
- 16.6 Ms Bridget Sutton has asked for her written submission (OBJ94) [CD2-OBJ-94] to be taken forward to the Inquiry. The response to the objection (see table at Section 0 of this Statement) should also be taken as the Applicant's response to the Statement of Case.
- 16.7 Gough Way Residents Association has submitted a Statement of Case opposing the Application on a number of grounds further to their objection identifier OBJ175 [CD2-OBJ-175]. The response to the objections in relation to flood risk should also be taken as the Applicant's response to the Statement of Case. In respect of the other items raised, the responses to the objections as tabulated in Section 0 of this Statement should also be taken as the Applicant's response to the Statement of Case
- 16.8 EWR has submitted a Statement of Case further to objection identifier OBJ247 [CD2-OBJ-247]. The response to the objection should also be taken as the Applicant's response to the Statement of Case.

17. STATEMENTS OF SUPPORT

- 17.1 A number of statements in support of the Scheme have been received as below. The statements indicate support for the Scheme and cite a number of reasons including the need for a public transport scheme that unlocks opportunities for growth, provides sustainable travel choices and connects communities.

SUP 01	N Simmons [CD2-SUP-01]
SUP 02	D Instone-Brewer [CD2-SUP-02]
SUP 03	S Drew (district councillor for Cambourne Ward on South Cambridgeshire District Council) [CD2-SUP-03]
SUP 04	H Tyson [CD2-SUP-04]
SUP 05	University of Cambridge [CD2-SUP-05]
SUP 06	A Miller [CD2-SUP-06]
SUP 07	R Jozsa [CD2-SUP-07]
SUP 08	A Strauss [CD2-SUP-08]
SUP 09	H Strauss [CD2-SUP-09]

SUP 10	D Strauss [CD2-SUP-10]
SUP 11	C Jeans [CD2-SUP-11]
SUP 12	Bourn Airfield Landowners [CD2-SUP-12]
SUP 13	Madingley Road Area Residents' Association [CD2-SUP-13]

18. CONCLUSION

- 18.1 For these reasons, as the Applicant will explain through its evidence, the Applicant seeks an Order under the TWA and a direction granting planning permission under the TCPA 1990 to enable the Scheme to be delivered for the benefit of Greater Cambridge.

APPENDIX 1
CORE DOCUMENTS LIST

The Cambourne to Cambridge Order

Schedule of Inquiry Core Documents

Ref	Application Document	Date
CD1 - Application Documents		
CD1-01	Application Letter	12 November 2024
CD1-02	Draft Order	November 2024
CD1-03	Explanatory Memorandum	November 2024
CD1-04	Statement of Aims	November 2024
CD1-05	List of consents, permissions or licences	November 2024
CD1-06.01	Consultation Report	November 2024
CD1-06.02	Consultation Report Appendix A – TWA0 Rules 2006 Schedule 5 and 6 Stakeholders Table	Undated
CD1-06.03	Consultation Report Appendix B – Better Bus Journeys Consultation Leaflet	2015
CD1-06.04	Consultation Report Appendix C - Individual Consultation Report – Better Bus Journeys	February 2016
CD1-06.05	Consultation Report Appendix D – Mott MacDonald Outline Business Case (OBC) – Statement of Community Involvement	17 January 2020
CD1-06.06	Consultation Report Appendix E – Phase One Consultation Leaflet	2017 – 2018

Ref	Application Document	Date
CD1-06.07	Consultation Report Appendix F – Leaflet Statement – Phase One Consultation	24 November 2017
CD1-06.08	Consultation Report Appendix G - Individual Consultation Report Phase One	February 2018
CD1-06.09	Consultation Report Appendix H - Phase One Focus Group Report Internal Appendix A – Focus Group Topic Guide Internal Appendix B – Workshop Topic Guide Internal Appendix C – Research Stimuli (Show Material for Focus Groups)	16 March 2018
CD1-06.10	Consultation Report Appendix I - Phase Two Consultation Leaflet	2019
CD1-06.11	Consultation Report Appendix J - Individual Consultation Report – Phase Two	May 2019
CD1-06.12	Consultation Report Appendix K - EIA Consultation Brochure	2022
CD1-06.13	Consultation Report Appendix L – Individual Consultation Report – EIA Consultation	August 2022
CD1-06.14	Consultation Report Appendix M – CBRE Landowner Letter	17 October 2022
CD1-06.15	Consultation Report Appendix N – C2C Project Update Leaflet	March 2023
CD1-06.16	Consultation Report Appendix O – Letters of Support Whippet Coaches Limited Morgan Sindall American Battle Monuments Commission, American Cemetery Cambourne Village College Cambridge University Hospitals NHS Foundation Trust Cambridge Innovation Parks Limited Mayer Brown on behalf of their client Countryside Properties Hills Road Sixth Form College, Cambridge Cambourne Town Council statement Cambridgeshire and Peterborough Business Board Statement of Support University of Cambridge (Estates Division) Cambridge Biomedical Campus Cambridge Ahead Stagecoach East	2017 – 2023 7 March 2017 02 January 2019 28 October 2019 Undated 20 December 2019 24 January 2020 13 February 2020 17 February 2020 Undated 20 March 2023 20 March 2023 20 March 2023 Undated 21 September 2023

Ref	Application Document	Date
CD1-07	Funding Statement	November 2024
CD1-08	Estimate of Costs	November 2024
Environmental Statement (Volume 1)		
CD1-09	Environmental Statement Non-Technical Summary	November 2024
CD1-10.01	Environmental Statement (ES Main Report)	November 2024
CD1-10.02	Appendix ES1 – Mitigation Register	November 2024
CD1-10.03	Appendix ES2 – Statement of Competence	November 2024
CD1-10.04	Appendix ES3 - Cumulative developments List	November 2024
CD1-10.05	Appendix ES4 – ES Scoping Report and Opinion Internal Appendix A – Major Accidents and Disasters Scoping and Assessment Workbook	November 2024
Environmental Statement (Volume 2)		
CD1-11.01	Technical Report 1: Acoustics Appendix A – Glossary of Acoustic Technology Appendix B – Details of noise monitoring positions Appendix C – Legislation, Policy and Guidance Appendix D – List of Construction Phases and Plant List	November 2024
CD1-11.02	Technical Report 2: Air Quality Appendix A: Relevant UK Air Quality Strategy Objectives Appendix B: Relevant Air Quality Legislation and Policy Appendix C: Glossary Appendix D: Local Air Quality Monitoring Data Appendix E: DEFRA Background Concentrations Appendix F: IAQM Construction Assessment Methodology Appendix G: Model Verification Appendix H: Modelled Receptors Appendix I: Wind Rose	November 2024

Ref	Application Document	Date
	Appendix J: Mitigation Measures for the Construction Phase Appendix K: Model Results Appendix L: Figures	
CD1-11.03	Technical Report 3: Climate Resilience	November 2024
CD1-11.04	Technical Report 4: Community and Human Health/Land Use and Land Take Appendix A: Agricultural Land Holdings Appendix TR4.1: Equality Impact Assessment Appendix TR4.1.1 Protected Characteristic Data Appendix TR4.1.2 Figures	November 2024
CD1-11.05	Technical Report 5: Ecology Appendix A: Figures Appendix B: Survey Data Summary Tables	November 2024
CD1-11.05 TR5.01	Aquatic Ecology Report (TR5.1) Annex A: Aquatic Ecology Scoping Survey – Photographs Annex B: White-Clawed Crayfish Habitat Assessment – Photographs Annex C: Crayfish Survey Habitat Forms Annex D: Aquatic Macroinvertebrate Biological Metrics Annex E: Aquatic Macroinvertebrate Macron List	October 2024
CD1-11.05 TR5.02	Public Badger Survey Report (TR5.2) Annex C: Full Details of Badger Setts Across the Scheme	October 2024
CD1-11.05 TR5.03	Barn Owl Survey Report (TR5.3) Annex A: Study and Survey Areas Annex B: Areas not surveyed or not accessed Annex C: Results	October 2024
CD1-11.05 TR5.04	Botanical Survey Report (TR5.4) Annex A: Study and Survey Areas	October 2024

Ref	Application Document	Date
CD1-11.05 TR5.05	Bat Activity Report (TR5.5) Annex A: Study and Survey Areas Annex B: Survey Results	October 2024
CD1-11.05 TR5.06	Bat Roost Report (TR5.6) Annex A: Study and Survey Areas Annex B: Overall Results	October 2024
CD1-11.05 TR5.07	Biodiversity Statement and Biodiversity Net Gain Assessment (TR5.7) Annex A: Baseline and Post-development Habitat Maps Annex B: Biodiversity Net Gain Policy and Legislation	October 2024
CD1-11.05 TR5.08	Breeding Bird Survey Report (TR5.8) Annex A: Map of Walked Route and Sectors Annex B: UKHab Habitat Maps Annex C: Weather Conditions Annex D: Desk Study Results Annex E: Territory Maps Annex F: Bird Breeding Status	October 2024
CD1-11.05 TR5.09	Great Crested Newt Report (TR5.9) Annex A: Water Body Location Plan and Data Search Results Annex B: HSI Calculations	October 2024
CD1-11.05 TR5.10	Hedgerow Survey Report (TR5.10) Annex A: Study and Survey Areas	October 2024
CD1-11.05 TR5.11	Statement to Inform Habitats Regulations Assessment (TR5.11) Annex A: Internationally Designated Sites	October 2024
CD1-11.05 TR5.12	Otter and Water Vole Report (TR5.12) Annex A: Desk Study Results Annex B: Otter and Water Vole Survey Area Annex C: Water Vole Survey Results – West (Ponds and Callow Brook North and South) Annex D: Water Vole Survey Results - East (Bin Brook) Annex E: Otter Survey Results - East (Bin Brook)	October 2024

Ref	Application Document	Date
	Annex F: Field Survey Data	
CD1-11.05 TR5.13	Reptile Report (TR5.13) Annex A: Study and Survey Areas Annex B: Weather Conditions	October 2024
CD1-11.05 TR5.14	Terrestrial Invertebrates Survey Report (TR5.14) Annex A: Study and Survey Areas Annex B: Desk Study Records within 2km Annex C: Survey and Assessment Photographs Annex D: Status Definitions Annex E: Survey data 2022	October 2024
CD1-11.05 TR5.15	Wintering Bird Survey Report (TR5.15) Annex A: Survey Area and Methodology Annex B: Results	October 2024
CD1-11.05 TR16	Ecological Survey Validity Report 2024 (TR5.16) Annex A: Figure 1 Validity Site Check Access Map Annex B: Figure 2 Water Vole and Otter Ditches from the 2022 Survey Scope	October 2024
CD1-11.05 TR17	Great Crested Newt Environmental DNA Survey Report 2024 (TR5.17) Annex A: Figures Annex B: Survey Results	October 2024
CD1-11.05 TR18	Breeding Bird Survey Report: Coton Orchard 2024 (TR5.18) Annex A: Species names Annex B: Survey Visit Details Annex C: Figures	October 2024
CD1-11.06	Technical Report 6: Greenhouse gases	November 2024
CD1-11.07.01	Technical Report 7: Heritage and Archaeology (including Historic Environmental Desk Based Assessment) Annex A: Historic Environment Gazetteer Annex B: Figures	November 2024

Ref	Application Document	Date
CD1-11.07.02	Appendix TR7.1: Heritage Statement Annex A: Figures Annex B: Historic Environment Gazetteer	October 2024
CD1-11.07.03	Appendix TR7.2: Geophysical Report Appendix 1: Survey Metadata Appendix 2: Archaeological Prospection Techniques, Instrumentation and Software Utilised Appendix 3: Summary of Data Processing Appendix 4: Technical Terminology	October 2024
CD1-11.07.04	Appendix TR7.3: Trial Trenching Report Appendix 1: Trench Context Descriptions Appendix 2: Description and Quantification of Prehistoric and Roman Pottery Fabrics Appendix 3: Description and Quantification of Iron Age and Roman Pottery Forms Appendix 4: Summary of Prehistoric and Roman Pottery by Context with Chronological Information Appendix 5: Pottery Occurrence by Number and Weight (In G) of Sherds Per Context By Fabric Type Appendix 6: Animal Bone by Context Appendix 7: Animal Bone Context and Fragment Data Appendix 8: Description and Quantification of Ceramic Building Material by Fabric Type Appendix 9: Summary of Roman CBM by Context Appendix 10: Catalogue of Registered Small Finds Appendix 11: Environmental Samples Appendix 12: Oasis Summary	October 2024
CD1-11.08.01	Technical Report 8: Landscape	November 2024
CD1-11.08.02	Appendix TR8.1: Landscape and Visual Assessment Methodology	October 2024
CD1-11.08.03	Appendix TR8.2: Landscape and Visual Figures	November 2024
CD1-11.08.04	Appendix TR8.3: Landscape and Visual Photomontages	November 2024

Ref	Application Document	Date
CD1-11.09	Technical Report 9: Major Accidents and Disasters Appendix A: Major Accidents and Disasters Long List Appendix B: Risk Record Appendix C: MA and D Impact Assessment Methodology	November 2024
CD1-11.10	Technical Report 10: Material Assets and Waste	November 2024
CD1-11.11.01	Technical Report 11: Soil, Geology and Land Contamination	November 2024
CD1-11.11.02	Appendix 11.1: Mott MacDonald Geotechnical and Geo-environmental Preliminary Risk Assessment Appendix A: Overall Scheme Drawings Appendix B: Environmental Record Drawings Appendix D: Historical BGS Boreholes Appendix E: Preliminary UXO Risk Assessment Report Appendix F: Geotechnical Risk Register Appendix G: Contaminated Land Risk Assessments and Conceptual Site Models Appendix H: Contaminated Land Risk Methodology Appendix I: Limitations	October 2024
CD1-11.11.03	Appendix TR11.2: RPS UXO (Unexploded Ordnance) Report Appendix 001: Site Location Map Appendix 002: Terminology Appendix 003: Sources of Information Appendix 004: Legislation Appendix 005: 1945 Bourn Aerial Image Appendix 006: Examples of Military Positions Appendix 007: 1944 Bourn Airfield Feature Map Appendix 008: German Bombing Campaigns Overview Appendix 009: WWII Air Raid Records Appendix 010: Examples of German Bombs Appendix 011: Examples of German Bomblets Appendix 012: Examples of Anti-Aircraft Artillery Appendix 013: Examples of British Infantry Munitions Appendix 014: Penetration Depth Background Information Appendix 015: UXO Detonation Characteristics Appendix 016: Risk Assessment Appendix 017: 'ALARP' Principle	October 2024

Ref	Application Document	Date
	Appendix 018: Recommendation Descriptions	
CD1-11.12	Technical Report 12: Traffic and Transport Appendix A: Study Area Appendix B: Sensitivity of Non-Motorised Users Appendix C: Sensitivity of Motorised Users (Driver Delay) Appendix D: Sensitivity of Motorised Users (Road User Safety) Appendix E: Link Screening Appendix F: Fear and Intimidation Calculations	August 2023
CD1-11.13.01	Technical Report 13: Water	November 2024
CD1-11.13.02	Appendix TR13.1: Flood Risk Assessment Annex TR13.1.1: Hydraulic Modelling Report Annex TR13.1.2: Supporting Hydrology Annex TR13.1.3: Surface Water Drainage Strategy	October 2024
CD1-11.13.03	Appendix TR13.2: Water Framework Directive Screening and Scoping Assessment	October 2024
CD1-11.14.01	Technical Report 14: Arboriculture Report	November 2024
CD1-11.14.02	Appendix TR14.1: Coton Orchard Veteran Tree Review Annex A: Assessment Summary Annex B: Apple Tree Locations Annex 3: Figure 1.3 Annotated	October 2024
CD1-11.14.03	Appendix TR14.2: Draft Veteran Tree Mitigation (including Compensation) Strategy	October 2024
CD1-11.14.04	Appendix TR14.3: Rifle Range Track – Tree Protection Proposals – Technical Note Annex A: Tree Root GPR Survey Annex B: Indicative Design Option Sketches	October 2024
Deposited Order Plans		
CD1-12.01	Works and Land Plans (Order)	November 2024

Ref	Application Document	Date
CD1-12.02	Longitudinal Sections for Proposed Works	November 2024
CD1-12.03	Special Category Land Plans	November 2024
CD1-12.04	Crown Land Plan	November 2024
CD1-12.05	Rights of Way, Traffic Regulation, and Highway Plans	November 2024
CD1-12.06	Engineering Drawings	November 2024
CD1-13	Book of Reference	November 2024
CD1-14	Request for Deemed Planning Permission	November 2024
CD1-15	Planning Statement Appendix A: Relevant Planning Applications Appendix B: Relevant Local Planning Policy Appendix C: Other Relevant Strategies and Reports Appendix D: Location of Scheme within the Green Belt – Sectors/Sub-Sectors	November 2024
Deemed Planning Drawings		
CD1-16.01	Scheme Location Plan	November 2024
CD1-16.02	Existing Site Plans	November 2024
CD1-16.03	Existing Site Sections	November 2024
CD1-16.04	Proposed Site Plans	November 2024
CD1-16.05	Proposed Site Sections	November 2024
CD1-16.06	Structures	November 2024
CD1-16.07	Construction Compounds	November 2024

Ref	Application Document	Date
Application Documents		
CD1-17	Design and Access Statement	November 2024
CD1-18	Green Belt Assessment Appendix A: Scheme Boundary and the Green Belt Appendix B: Sectors and Sub-Areas Appendix C: Topography along the route Appendix D: Assessment of sub-areas in relation to potential conflicts with the purposes of the Green Belt	November 2024
CD1-19	Open Space Assessment Appendix A: Open Space Land Certificate Appendix B: Site of Land Plots Appendix C: Site Photos Appendix D: Quality assessment of existing open space site no.2 Appendix E: Land to East of M11 – Removal of area of tree planting 2013 Appendix F: Map of Long List of Potential Replacement Open Space Sites Appendix G: Quality Assessment of Potential Replacement Open Space Sites Appendix H: Indicative Layout of Replacement Open Space	November 2024
Outline Business Case		
CD1-20.01	Cambourne to Cambridge Better Public Transport Project Outline Business Case (OBC) Commercial Case	17 January 2020
CD1-20.02	Cambourne to Cambridge Better Public Transport Project Outline Business Case (OBC) Economic Case	17 January 2020
CD1-20.03	Cambourne to Cambridge Better Public Transport Project Outline Business Case (OBC) Financial Case	17 January 2020
CD1-20.04	Cambourne to Cambridge Better Public Transport Outline Business Case (OBC) Management Case	17 January 2020

Ref	Application Document	Date
CD1-20.05	Cambourne to Cambridge Better Public Transport Project Outline Business Case (OBC) Strategic Case	17 January 2020
CD1-20.06	Cambourne to Cambridge Better Public Transport Project Non-technical Summary	December 2019
CD1-20.07	Cambourne – Cambridge Better Public Transport Project Option Appraisal Report (Part 1) (OAR) - Appendix A Annex A – INSET Scoring Table Annex B – INSET Justification Tables Annex C – Journey Time Assessment Annex D – Supporting Reports	February 2018
CD1-20.08	Cambourne – Cambridge Better Public Transport Project Option Appraisal Report (Part 2) (OAR) - Appendix B Annex A – Option Drawings Annex B – INSET Tables Annex C – Justification Table Annex D – Base year traffic model validation	December 2018
CD1-20.09	Option Assessment Report (Part 3) (OAR) Outline Business Case (OBC) – Appendix C	November 2019
CD1-20.10	Appraisal Specification Report Outline Business Case (OBC) – Appendix D Appendix – Appraisal Summary Specification Table	17 January 2020
CD1-20.11	Guidance Technology Options Outline Business Case (OBC) – Appendix E	17 January 2020
CD1-20.12	Bus Strategy Report Outline Business Case (OBC) – Appendix F Appendix A containing Route Plan 1, Route Plan 2, and Route Plan 3	17 January 2020
CD1-20.13	Statement of Community Involvement Outline Business Case (OBC) -Appendix G Appendix A – 2015 Consultation Report	17 January 2020

Ref	Application Document	Date
	Appendix B – 2015 Consultation Leaflet Appendix C – 2017/18 Consultation Report Appendix D – 2017/18 Consultation Leaflet Appendix E – GCP Consultation Letter Appendix F – 2019 Consultation Report Appendix G - 2019 Consultation Leaflet	
CD1-20.14	Stakeholder Engagement and Communication Plan Outline Business Case (OBC) – Appendix H	17 January 2020
CD1-20.15	Environmental Appraisal Report Outline Business Case (OBC) – Appendix I Appendix A – Appraisal Summary Table (AST) Appendix B – Glossary Appendix C – Air Quality Appendix D – Biodiversity Appendix E – Greenhouse Gases Appendix F – Historic Environment Appendix G – Landscape Appendix H – Noise	17 January 2020
CD1-20.16	Strategic Economic Narrative and Economic Impacts Report Outline Business Case (OBC) – Appendix J Appendix A – Cambridge Phenomenon – SIC Codes Definition Appendix B – Methodology – Further Details and Key Assumptions Appendix C – Options Comparison	17 January 2020
CD1-20.17	Social Impact Assessment Outline Business Case (OBC) – Appendix K Appendix A - Map showing income deprivation quintiles Appendix B - Map showing proportion of residents under 16 Appendix C – Map showing proportion of residents aged between 16 and 25 Appendix D - Map showing proportion of residents aged 70 and over Appendix E - Map showing proportion of residents with a Long-Term Health Problem or Disability (LTHD) Appendix F - Map showing proportion of black, Asian and minority ethnic residents Appendix G - Map showing proportion of households with no access to a car	17 January 2020

Ref	Application Document	Date
	Appendix H - Map showing proportion of households with dependent children Appendix I - Map showing community resources within 1km	
CD1-20.18	Analysis of Monetised Costs and Benefits Outline Business Case (OBC) – Appendix L	17 January 2020
CD1-20.19	Public Accounts Table Outline Business Case (OBC) – Appendix M	17 January 2020
CD1-20.20	Appraisal Summary Table Outline Business Case (OBC) – Appendix N	17 January 2020
CD1-20.21	Project Costs Breakdown Outline Business Case (OBC) – Appendix O	17 January 2020
CD1-20.22	Risk Register Outline Business Case (OBC) - Appendix P	17 January 2020
CD1-20.23	Live Programme Outline Business Case(OBC) – Appendix Q	17 January 2020
CD1-20.24	Preferred Option Drawings Outline Business Case (OBC) – Appendix R	17 January 2020
CD1-20.25	Project Initiation Document Outline Business Case (OBC) – Appendix S Appendix A – Project Board Terms of Reference	17 January 2020
CD1-20.26	Letters of Support Outline Business Case (OBC) – Appendix T American Battle Monuments Commission, American Cemetery Whippet Coaches Limited Cambridge University Hospitals Cambridge Biomedical Campus Cambourne Village College Morgan Sindall Redgate Software	17 January 2020 28 October 2019 7 March 2017 18 January 2018 11 December 2019 Undated 02 January 2019 Undated

Ref	Application Document	Date
CD1-20.27	<p>Green Belt Assessment</p> <p>Outline Business Case (OBC) – Appendix U</p> <p>Appendix 1 - Planning Appraisal by Strutt & Parker dated August 2017</p> <p>Appendix 2 - Cambourne to Cambridge Rapid Transport Route - Phase 1 Consideration of Green Belt Issues Addendum to September 2017 report by LDA dated August 2019</p> <p>Appendix 3 - Cambourne to Cambridge Rapid Transport Route - Phase 2 Consideration of Green Belt Issues by LDA dated September 2019</p> <p>Appendix 4 - High court judgment for Samuel Smith Old Brewery (Tadcaster) and Oxton Farm against North Yorkshire County Council and Darrington Quarries Ltd (2018)</p> <p>Appendix 5 - Appeal decision for Turner v Secretary of State for Communities and Local Government and Another [2016] EWCA Civ 466</p> <p>Appendix 6 - Appeal decision for Europa Oil and Gas Ltd v Secretary of State for Communities and Local Government and Ors [2013] EWHC 2643 (Admin) (25 July 2013)</p> <p>Appendix 7- Appeal decision for RJD Ltd and Gowling WLG Trust Corporation Limited v Secretary of State for Communities and Local Government (4 April 2019)</p>	17 January 2020
Outline Business Case Addendum		
CD1-21.01	Appendix A – Strategic Case Addendum	November 2024
CD1-21.02	Appendix B – Economic Case Addendum	November 2024
CD1-21.03	Appendix C – Financial Case Addendum	November 2024
CD1-21.04	Appendix D – Management Case Addendum	November 2024
Application Documents		
CD1-22	Application for Certificate regarding open space	November 2024
CD1-23	Declaration of Status of Applicant	November 2024
CD1-24.01	Notice - Cambridge News	11 November 2024
CD1-24.02	Notice – Cambridge News	19 November 2024

Ref	Application Document	Date
CD1-24.03	Notice – The London Gazette	15 November 2024
CD1-24.04	Notice – S239 Cambridge News	09 January 2025
CD1-24.05	Notice – Rule 14(4) Notice to Schedule 6 bodies	Undated
CD1-24.06	Notice – Rule 14(6) Form 2 Notice of Proposed Work	Undated
CD1-24.07	Notice – Rule 14(7) Form 3 Order which would extinguish public rights of way	12 November 2024
CD1-24.08	Notice – Rule 14(7) Form 3 Order which would extinguish public rights of way (St Neots Road)	12 November 2024
CD1-24.09	Notice – Rule 15 Form 5 Notice of an application to acquire land/rights	Undated
CD1-25.01	Transport Assessment	November 2024
CD1-25.02	Transport Assessment Appendix A – Scoping Report	November 2024
CD1-25.03	Transport Assessment Appendix B – Existing Cycle Network	November 2024
CD1-25.04	Transport Assessment Appendix C – Strategic Modelling Outputs	November 2024
CD1-25.05	Transport Assessment Appendix D – Traffic Flows	November 2024
CD1-25.06	Transport Assessment Appendix E – Construction Phasing Plans	November 2024
CD1-25.07	Transport Assessment Appendix F – Forecasting Report – Cambridgeshire Sub-Regional Model (CSRM) 2 F-series Model Forecasting Report (Atkins) Appendix A – Baseline land use inventory Appendix B – TAG trends Appendix C – Transport scheme uncertainty log Appendix D – Production and Attraction Tables Appendix E – Trips by mode Appendix F – Highway flow changes	May 2022

Ref	Application Document	Date
CD1-25.08	Transport Assessment Appendix G – Local Model Validation Report Appendix A – Assignment Route Choice Validation Appendix B – Journey Time Validation Appendix C – Traffic flow Calibration and Validation	May 2022
CD1-26	Code of Construction Practice (CoCP)	November 2024
CD2 - Interested Party Responses		
Objections		
CD2-OBJ-01	Ashcroft Veterinary Practice	15 November 2024
CD2-OBJ-02	P Curry	15 November 2024
CD2-OBJ-03	S Stephen	18 November 2024
CD2-OBJ-04	Lord Whitty	19 September 2024
CD2-OBJ-05	M Dawson	24 November 2024
CD2-OBJ-06	E Hewitt	24 November 2024
CD2-OBJ-07	D Mitchell	24 November 2024
CD2-OBJ-08	D Harthill	24 November 2024
CD2-OBJ-09	N Bates	24 November 2024
CD2-OBJ-10	D Pearce	25 November 2024
CD2-OBJ-11	B Earle	25 November 2024
CD2-OBJ-12	A Muir	26 November 2024

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CD2-OBJ-13	K Brennan	26 November 2024
CD2-OBJ-14	A Fuller	27 November 2024
CD2-OBJ-15	C Carpenter	27 November 2024
CD2-OBJ-16	R Stemp	27 November 2024
CD2-OBJ-17	L Taylor	28 November 2024
CD2-OBJ-18	E Spain	02 December 2024
CD2-OBJ-19	D Alexander	02 December 2024
CD2-OBJ-20	B Bullard	03 December 2024
CD2-OBJ-21	D Stoughton	03 December 2024
CD2-OBJ-22	E Crowe	03 December 2024
CD2-OBJ-23	S Tilley	03 December 2024
CD2-OBJ-24	F R Ingold	03 December 2024
CD2-OBJ-25	S Hart	07 December 2024
CD2-OBJ-26	S Peck	07 December 2024
CD2-OBJ-27	S Godward	07 December 2024
CD2-OBJ-28	S Rogers	07 December 2024
CD2-OBJ-29	D Nicholas	07 December 2024
CD2-OBJ-30	K Wadey	07 December 2024

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CD2-OBJ-31	R Bligh	08 December 2024
CD2-OBJ-32	L Miller	08 December 2024
CD2-OBJ-33	E Brealey	08 December 2024
CD2-OBJ-34	R Smith	08 December 2024
CD2-OBJ-35	E Khmelnitski	09 December 2024
CD2-OBJ-36	M Stewart	10 December 2024
CD2-OBJ-37	C Page	10 December 2024
CD2-OBJ-38	Cambridge and South Cambridge Green Party	13 December 2024
CD2-OBJ-39	R Blackburn	15 December 2024
CD2-OBJ-40	B Le Gallez	16 December 2024
CD2-OBJ-41	S Harries	16 December 2024
CD2-OBJ-42	W and E Heath	16 December 2024
CD2-OBJ-43	I Stuchbury	17 December 2024
CD2-OBJ-44	A Meadows	17 December 2024
CD2-OBJ-45	D Smith	17 December 2024
CD2-OBJ-46	The Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire	19 December 2024
CD2-OBJ-47	L Hieatt	21 December 2024
CD2-OBJ-48	R J Smith	23 December 2024

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CD2-OBJ-49	M Duncan	23 December 2024
CD2-OBJ-50	A Treacy	24 December 2024
CD2-OBJ-51	M Smith	27 December 2024
CD2-OBJ-52	Coton Orchard Limited, Houston Crest Properties Ltd and A Gazeley	27 December 2024
CD2-OBJ-53	J T Green	27 December 2024
CD2-OBJ-54	S Lucy	27 December 2024
CD2-OBJ-55	C Beal	28 December 2024
CD2-OBJ-56	S Vale	29 December 2024
CD2-OBJ-57	D Goodman	30 December 2024
CD2-OBJ-58	P Gatrell	30 December 2024
CD2-OBJ-59	O Williams	31 December 2024
CD2-OBJ-60	J A Clegg	31 December 2024
CD2-OBJ-61	R F Sewell	01 January 2025
CD2-OBJ-62	R Brown	01 January 2025
CD2-OBJ-63	D Ralph	01 January 2025
CD2-OBJ-64	D and V Keeble	01 January 2025
CD2-OBJ-65	J Martin	02 January 2025
CD2-OBJ-66	D McLoughlin	02 January 2025

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CD2-OBJ-67	C, H and H Spearing	02 January 2025
CD2-OBJ-68	Jenkins Family (Landowners)	02 January 2025
CD2-OBJ-69	J Driscoll	02 January 2025
CD2-OBJ-70	R and P Portlock	02 January 2025
CD2-OBJ-71	C Jordan	02 January 2025
CD2-OBJ-72	R and S Moulton	02 January 2025
CD2-OBJ-73	P Landshoff	02 January 2025
CD2-OBJ-74	Halket Family	02 January 2025
CD2-OBJ-75	K Edgcombe	02 January 2025
CD2-OBJ-76	R Donnelly	02 January 2025
CD2-OBJ-77	B A Brown	02 January 2025
CD2-OBJ-78	I Brilakis	02 January 2025
CD2-OBJ-79	J Scott	29 December 2024
CD2-OBJ-80	Bedfordshire and Luton Orchard Group	02 January 2025
CD2-OBJ-81	L Bonesi	02 January 2025
CD2-OBJ-82	J Raines	02 January 2025
CD2-OBJ-83	L Petersen	03 January 2025
CD2-OBJ-84	C Postgate	03 January 2025

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CD2-OBJ-85	A Wilson	03 January 2025
CD2-OBJ-86	J Grant	03 January 2025
CD2-OBJ-87	I Newcombe	03 January 2025
CD2-OBJ-88	C Newcombe	03 January 2025
CD2-OBJ-89	C Hills	03 January 2025
CD2-OBJ-90	A Langford	03 January 2025
CD2-OBJ-91	E Riggs	03 January 2025
CD2-OBJ-92	J Davidson	03 January 2025
CD2-OBJ-93	P Johnson	03 January 2025
CD2-OBJ-94	B Sutton	03 January 2025
CD2-OBJ-95	K Driscoll	03 January 2025
CD2-OBJ-96	D Ousby	03 January 2025
CD2-OBJ-97	S Williams	03 January 2025
CD2-OBJ-98	M Priestnall	03 January 2025
CD2-OBJ-99	K Lea	04 January 2025
CD2-OBJ-100	C Goater	04 January 2025
CD2-OBJ-101	B Newcombe	04 January 2025
CD2-OBJ-102	R and W R Sadler (landowner)	04 January 2025

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CD2-OBJ-103	K Jestice	04 January 2025
CD2-OBJ-104	J Roberts	04 January 2025
CD2-OBJ-105	C Bejar	04 January 2025
CD2-OBJ-106	R Beadle	04 January 2025
CD2-OBJ-107	S Smalley and M Richards	04 January 2025
CD2-OBJ-108	K Fry	04 January 2025
CD2-OBJ-109	S and T Spencer	04 January 2025
CD2-OBJ-110	M and T Davies-Kent	04 January 2025
CD2-OBJ-111	H Lintott	04 January 2025
CD2-OBJ-112	R Cardinal	04 January 2025
CD2-OBJ-113	P Diver	04 January 2025
CD2-OBJ-114	South Newnham Neighbourhood Forum	04 January 2025
CD2-OBJ-115	R Habibi	04 January 2025
CD2-OBJ-116	J Richards	05 January 2025
CD2-OBJ-117	P McFadyen	05 January 2025
CD2-OBJ-118	G Page	05 January 2025
CD2-OBJ-119	C Stone	05 January 2025
CD2-OBJ-120	S Jackson	05 January 2025

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CD2-OBJ-121	J Jackson	05 January 2025
CD2-OBJ-122	D J Eastham	05 January 2025
CD2-OBJ-123	P Singleton	05 January 2025
CD2-OBJ-124	R and S Davies	05 January 2025
CD2-OBJ-125	C Holt	05 January 2025
CD2-OBJ-126	P Joslin	05 January 2025
CD2-OBJ-127	J Miller	05 January 2025
CD2-OBJ-128	J and C Shaw	05 January 2025
CD2-OBJ-129	G Reifenberg	05 January 2025
CD2-OBJ-130	E Garnsey	05 January 2025
CD2-OBJ-131	T C Rochford	05 January 2025
CD2-OBJ-132	M and R Baker	05 January 2025
CD2-OBJ-133	S Saxena and P Kalra	05 January 2025
CD2-OBJ-134	B Hart	05 January 2025
CD2-OBJ-135	J Frances	05 January 2025
CD2-OBJ-136	B Greig	05 January 2025
CD2-OBJ-137	J R Miller	05 January 2025
CD2-OBJ-138	P W Lawrence	05 January 2025

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CD2-OBJ-139	A Fry	05 January 2025
CD2-OBJ-140	A J Barnard	05 January 2025
CD2-OBJ-141	J Vine	05 January 2025
CD2-OBJ-142	A Davidson	05 January 2025
CD2-OBJ-143	Coton Busway Action Group (CBAG)	05 January 2025
CD2-OBJ-144	R and W Kirkpatrick	05 January 2025
CD2-OBJ-145	J and A Foy	05 January 2025
CD2-OBJ-146	R Begbie	05 January 2025
CD2-OBJ-147	M Crosby	02 January 2025
CD2-OBJ-148	Cadent Gas Limited	06 January 2025
CD2-OBJ-149	B Parnham	06 January 2025
CD2-OBJ-150	H Sales	06 January 2025
CD2-OBJ-151	K Glover	06 January 2025
CD2-OBJ-152	M and A Schluter	06 January 2025
CD2-OBJ-153	A Bott	06 January 2025
CD2-OBJ-154	D Coe	06 January 2025
CD2-OBJ-155	A Duff	06 January 2025
CD2-OBJ-156	J Chisholm	06 January 2025

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CD2-OBJ-157	H Gibbens	06 January 2025
CD2-OBJ-158	S Bott	06 January 2025
CD2-OBJ-159	K Mumford	06 January 2025
CD2-OBJ-160	N Hallows	06 January 2025
CD2-OBJ-161	A Puntis	06 January 2025
CD2-OBJ-162	L Habibi	06 January 2025
CD2-OBJ-163	P Holton	06 January 2025
CD2-OBJ-164	G Leyland (objection withdrawn)	06 January 2025
CD2-OBJ-165-01	A and J Everitt	06 January 2025
CD2-OBJ-165-02	A and J Everitt revised (17 March 2025)	17 March 2025
CD2-OBJ-165-03	A and J Everitt (additional document submitted 19 March 2025)	19 March 2025
CD2-OBJ-166	B J Hawking	06 January 2025
CD2-OBJ-167	P Howell	06 January 2025
CD2-OBJ-168	N Baumgarten	06 January 2025
CD2-OBJ-169	R Hawkins	06 January 2025
CD2-OBJ-170	S Page	06 January 2025
CD2-OBJ-171	E Eligator	06 January 2025
CD2-OBJ-172	S Maclay	06 January 2025

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CD2-OBJ-173	M Wilkinson	06 January 2025
CD2-OBJ-174	P Rutsaert	06 January 2025
CD2-OBJ-175	Gough Way Residents Association	06 January 2025
CD2-OBJ-176	G Bagnall	06 January 2025
CD2-OBJ-177	J Pratt	06 January 2025
CD2-OBJ-178	B French	06 January 2025
CD2-OBJ-179	J W Hoppett	06 January 2025
CD2-OBJ-180	P Landshoff	06 January 2025
CD2-OBJ-181	J Whitton Spriggs	06 January 2025
CD2-OBJ-182	J Hawkins	06 January 2025
CD2-OBJ-183	H Fox	06 January 2025
CD2-OBJ-184	K Doyle	06 January 2025
CD2-OBJ-185	T Watkins	06 January 2025
CD2-OBJ-186	J Nunns	06 January 2025
CD2-OBJ-187	D Holburn	06 January 2025
CD2-OBJ-188	C Holburn	06 January 2025
CD2-OBJ-189	G Powell	07 January 2025
CD2-OBJ-190	Pesticide Free Cambridge	07 January 2025

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CD2-OBJ-191	E May	07 January 2025
CD2-OBJ-192	T R Neal	07 January 2025
CD2-OBJ-193	M Bullard	07 January 2025
CD2-OBJ-194	A Donnelly	07 January 2025
CD2-OBJ-195	J Fletcher	07 January 2025
CD2-OBJ-196	P Andrew	07 January 2025
CD2-OBJ-197	Madingley Parish Council	07 January 2025
CD2-OBJ-198	D Pullinger	07 January 2025
CD2-OBJ-199	E Meadley	07 January 2025
CD2-OBJ-200	H Kettel	07 January 2025
CD2-OBJ-201	A Warren	07 January 2025
CD2-OBJ-202	J V Neal	07 January 2025
CD2-OBJ-203	Friends of the Cam	07 January 2025
CD2-OBJ-204	M Atkins	07 January 2025
CD2-OBJ-205	M Wilson	07 January 2025
CD2-OBJ-206	B Wibbelmann	07 January 2025
CD2-OBJ-207	L Tucker	07 January 2025
CD2-OBJ-208	M Elderfield	07 January 2025

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CD2-OBJ-209	S Lowe	07 January 2025
CD2-OBJ-210	S Choudhary	07 January 2025
CD2-OBJ-211	A and S Burford	07 January 2025
CD2-OBJ-212	Bedlam Farming Company Limited	07 January 2025
CD2-OBJ-213	Clare Hall, University of Cambridge	07 January 2025
CD2-OBJ-214	J Renwick	07 January 2025
CD2-OBJ-215	L Stead	07 January 2025
CD2-OBJ-216	V Spencer	07 January 2025
CD2-OBJ-217	G and J Radford	07 January 2025
CD2-OBJ-218	A Spencer	07 January 2025
CD2-OBJ-219	W Mott	07 January 2025
CD2-OBJ-220	M Shinwell	07 January 2025
CD2-OBJ-221	S and M Chopra	07 January 2025
CD2-OBJ-222	D Smith	07 January 2025
CD2-OBJ-223	R Borthwick	07 January 2025
CD2-OBJ-224	Cambridge Connect	07 January 2025
CD2-OBJ-225	A Curtis	07 January 2025
CD2-OBJ-226	M Sullivan	07 January 2025

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CD2-OBJ-227	L Starr	07 January 2025
CD2-OBJ-228	S Rowe	07 January 2025
CD2-OBJ-229	S Harrison	07 January 2025
CD2-OBJ-230	J Rowe	07 January 2025
CD2-OBJ-231	E Leigh	07 January 2025
CD2-OBJ-232	C Wigg	07 January 2025
CD2-OBJ-233	C Wastell	07 January 2025
CD2-OBJ-234	K Orange	07 January 2025
CD2-OBJ-235	H Shah	07 January 2025
CD2-OBJ-236	K Wiemer	07 January 2025
CD2-OBJ-237	G and J G Meeks	07 January 2025
CD2-OBJ-238	Cambridge University Rugby Union and Associations Football Trust Limited (CURUAFT)	08 January 2025
CD2-OBJ-239	V Schiffmann	08 January 2025
CD2-OBJ-240	D Moss	08 January 2025
CD2-OBJ-241	P Wesson	08 January 2025
CD2-OBJ-242	M Malfroy	08 January 2025
CD2-OBJ-243	Councillors for Madingley Village	08 January 2025
CD2-OBJ-244	J Willan	08 January 2025

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CD2-OBJ-245	A Wright	08 January 2025
CD2-OBJ-246	C Home	08 January 2025
CD2-OBJ-247	East West Rail	08 January 2025
CD2-OBJ-248	W Mullen	08 January 2025
CD2-OBJ-249	C Mullen	08 January 2025
CD2-OBJ-250	The National Trust	08 January 2025
CD2-OBJ-251	Cambridge Past, Present and Future (CPPF) and Coton Parish Council	08 January 2025
CD2-OBJ-252	PX Farms Limited	08 January 2025
CD2-OBJ-253	M Kulynycz	08 January 2025
CD2-OBJ-254	A Selby	08 January 2025
CD2-OBJ-255	Martin Grant Homes	08 January 2025
CD2-OBJ-256	J Wastell	08 January 2025
CD2-OBJ-257	C Speed	08 January 2025
CD2-OBJ-258	Barton Parish Council	08 January 2025
CD2-OBJ-259	J Coplowe	08 January 2025
CD2-OBJ-260	E Peachey	08 January 2025
CD2-OBJ-261	D Halsey	08 January 2025
CD2-OBJ-262	J Preston	08 January 2025

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CD2-OBJ-263	C Beadle	08 January 2025
CD2-OBJ-264	O Hadeler	08 January 2025
CD2-OBJ-265	A Chester	08 January 2025
CD2-OBJ-266	J Latham	08 January 2025
CD2-OBJ-267	S Aldersley	08 January 2025
CD2-OBJ-268	T Verney	08 January 2025
CD2-OBJ-269	S Baines	08 January 2025
CD2-OBJ-270	J K Chadwick-Jones	08 January 2025
CD2-OBJ-271	Anglian Water Services Limited and Cambridge Water	08 January 2025
CD2-OBJ-272	T Booth	08 January 2025
CD2-OBJ-273	S C Chester	08 January 2025
CD2-OBJ-274	P Maddrell	08 January 2025
CD2-OBJ-275-a	J Czylok	07 January 2025
CD2-OBJ-275-b	T Czylok	07 January 2025
CD2-OBJ-275-c	K Czylok	07 January 2025
CD2-OBJ-275-d	A Czylok	07 January 2025
CD2-OBJ-276	J Sinclair	08 January 2025
CD2-OBJ-277	L Walker	08 January 2025

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CD2-OBJ-278	R Cunnah	08 January 2025
CD2-OBJ-279	L Hirst	08 January 2025
CD2-OBJ-280	A Marcus	08 January 2025
CD2-OBJ-281	P Winter	08 January 2025
CD2-OBJ-282	Ancient Tree Forum	08 January 2025
CD2-OBJ-283	E Nisbet	08 January 2025
CD2-OBJ-284	A Coghlan	08 January 2025
CD2-OBJ-285	The Needham Research Institute	08 January 2025
CD2-OBJ-286	Y Parmar	08 January 2025
CD2-OBJ-287	C Mott	08 January 2025
CD2-OBJ-288	S Koo	08 January 2025
CD2-OBJ-289	A Joolia	08 January 2025
CD2-OBJ-290	P G Deere	08 January 2025
CD2-OBJ-291	H Stimpson	08 January 2025
CD2-OBJ-292	C M R Nisbet	08 January 2025
CD2-OBJ-293	N Fanouraki	08 January 2025
CD2-OBJ-294	Woodland Trust	08 January 2025
CD2-OBJ-295	P Brown	08 January 2025

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CD2-OBJ-296	J and C Bishop	08 January 2025
CD2-OBJ-297	M Fyfe	08 January 2025
CD2-OBJ-298	J Harkins	09 January 2025
CD2.OBJ-299	F Gorman	09 January 2025
CD2-OBJ-300	A Halket	09 January 2025
CD2-OBJ-301	Environment Agency	08 January 2025
CD2-OBJ-302	E Stannard	10 January 2025
CD2-OBJ-303	P M Nichols	08 January 2025
CD2-OBJ-304	J Carter	10 January 2025
CD2-OBJ-305	A and S Rehm	09 January 2025
CD2-OBJ-306	S Williams	09 January 2025
CD2-OBJ-307	District and County Councillors for Dry Drayton	08 January 2025
CD2-OBJ-308	CPRE – Cambridgeshire and Peterborough	09 January 2025
CD2-OBJ-309	Federation of Cambridge Residents Association	09 January 2025
CD2-OBJ-310	S Stone	10 January 2025
CD2-OBJ-311	A Gannon	10 January 2025
CD2-OBJ-312	W M Reynolds	01 March 2025

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Representations		
CD2-REP-01	N Roberts	04 December 2024
CD2-REP-02	Dry Drayton Parish Council	07 December 2024
CD2-REP-03	North Newnham Residents Association	20 December 2024
CD2-REP-04	St John's College, Cambridge	07 January 2025
CD2-REP-05	Pippa Heylings MP	08 January 2025
CD2-REP-06	Secretary of State for Transport	08 January 2025
CD2-REP-07	Royal Mail Limited	08 January 2025
CD2-REP-08	Historic England	08 January 2025
CD2-REP-09	South Cambridgeshire District Council and Cambridge City Council	09 January 2025
CD2-REP-10.01	National Highways Limited	08 January 2025
CD2-REP-10.02	National Highways Acquisition Schedule (excel)	08 January 2025
CD2-REP-11	Natural England	08 January 2025
CD2-REP-12	R Styles	05 January 2025
Support		
CD2-SUP-01	N Simmons	04 January 2025
CD2-SUP-02	D Instone-Brewer	05 January 2025
CD2-SUP-03	Cllr S Drew (Cambourne Ward, South Cambridgeshire District Council)	04 January 2025

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CD2-SUP-04	H Tyson	07 January 2025
CD2-SUP-05	University of Cambridge	07 January 2025
CD2-SUP-06	A Miller	08 January 2025
CD2-SUP-07	R Jozsa	08 January 2025
CD2-SUP-08	A Strauss	08 January 2025
CD2-SUP-09	H Strauss	08 January 2025
CD2-SUP-10	D Strauss	08 January 2025
CD2-SUP-11	C Jeans	10 January 2025
CD2-SUP-12	Bourn Airfield Landowners	05 March 2025
CD2-SUP-13	Madingley Road Area Residents' Association	26 February 2025
CD3 - National Trust Covenants		
CD3-01	Deed of Covenant between The Cambridge Preservation Society and The National Trust	30 April 1958
CD3-02	Deed of Covenant between The Cambridge Preservation Society and The National Trust	16 December 1958
CD4 - Planning Permissions, Section 106 Agreements and Conveyance		
CD4-01	Planning Permission subject to conditions for Land to the West of Cambourne (excluding Swansley Wood Farm) (S/2903/14/OL)	29 December 2017
CD4-02	Outline Planning Permission subject to conditions for Land Between Stirling Way and the Broadway, Land between Stirling Way and the Broadway (S/3329/16/OL)	27 January 2017

Ref	Application Document	Date
CD4-03	Notice of Approval of Reserved Matters for Land Between Stirling Way and the Broadway, Land between Stirling Way and the Broadway (and covering letter) (S/3329/16/OL)	16 March 2023
CD4-04	Decision details for site at Bourn Airfield St Neots Road Bourn Cambridge CB23 2TQ S/3440/18/OL	19 February 2021
CD4-04.01	Appendix A - Site boundary to S/3440/18/OL - Bourn (Bourn Airfield)	19 February 2021
CD4-04.02	Appendix B1 - Indicative Phasing Plan	19 February 2021
CD4-04.03	Appendix B2 - Parameter - Density & Building Heights	19 February 2021
CD4-04.04	Appendix B3 - Parameter - Access & Movement	19 February 2021
CD4-04.05	Appendix B4 - Parameter - Green Infrastructure	19 February 2021
CD4-04.06	Appendix B5 - Parameter - Land Use	19 February 2021
CD4-04.07	Appendix C - SPD framework plan	19 February 2021
CD4-04.08	Appendix D - Schedule of amendments	19 February 2021
CD4-04.09	Appendix E1 - Bourn Parish Council 1st Response to Application	19 February 2021
CD4-04.10	Appendix E2 - Bourn Parish Council 2nd Response	19 February 2021
CD4-04.11	Appendix F - Interested Party Comments Analysis	19 February 2021
CD4-04.12	Appendix G - Local Plan Policy	19 February 2021
CD4-04.13	Appendix G - Heads of Terms	19 February 2021
CD4-04.14	Appendix H - ES Appendix Mitigation	19 February 2021
CD4-04.15	Appendix I - Glossary	19 February 2021

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CD4-04.16	Update report	19 February 2021
CD4-04.17	Bourn Airfield draft committee report	19 February 2021
CD4-05	Outline Planning Permission subject to conditions (and covering letter) (16/1134/OUT)	21 June 2024
CD4-06	Outline Planning Permission subject to conditions (and covering letter) for Bourn Airfield St Neots Road Cambridge CB23 2TQ (S/3440/18/OL)	30 July 2024
CD4-07	Outline Planning Consent for 150-hectare North-West Cambridge development (11/1114/OUT)	2013
CD4-08	Section 106 Agreement in relation to the Land at Cambourne	29 December 2017
CD4-09	Section 106 Agreement in relation to land at the former Airfield at Bourn Cambridgeshire	29 July 2024
CD4-10	Section 106 Agreement in relation to the West Cambridge site, Madingley Road, Cambridge	02 March 2023
CD4-11	Conveyance between F.W Deptford (Over) Limited and the Secretary of State for Transport	11 May 1983
CD5 - Legislation		
Acts		
CD5-01	National Trust Act 1907	1907
CD5-02	National Trust Act 1937	1937
CD5-03	Local Government Act 1972	1972
CD5-04	Highways Act 1980	1980
CD5-05	Acquisition of Land Act 1981	1981
CD5-06	Wildlife and Countryside Act 1981	1981

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CD5-07	Environmental Protection Act 1990	1990
CD5-08	Town and Country Planning Act 1990 (TCPA 1990)	1990
CD5-09	Transport and Works Act 1992 (TWA)	1992
CD5-10	Protection of Badgers Act 1992	1992
CD5-11	Human Rights Act 1998	1998
CD5-12	Local Government Act 2000	2000
CD5-13	Equality Act 2010	2010
CD5-14	Environment Act 2021	2021
Orders		
CD5-15	Transport and Works (Guided Transport Modes) Order 1992 (1992 Order)	1992
CD5-16	Transport and Works (Guided Transport Modes) (Amendment) Order 2022	2022
Rules and Regulations		
CD5-17	Transport and Works (Inquiries Procedure) Rules 2004	2004
CD5-18	Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 (2006 Rules)	2006
CD5-19	Railways and Other Guided Transport Systems (Safety) Regulations 2006 (ROGS)	2006
CD5-20	The Environmental Permitting (England and Wales) Regulations 2016	2016
CD5-21	Conservation of Habitats and Species Regulations 2017	2017

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CD5-22	Town and Country Planning (Environmental Impact Assessment) Regulations 2017	2017
CD5-23	Environment Act 2021 (Commencement No.8 and Transitional Provisions) Regulations 2024	2024
Directives		
CD5-24	Water Framework Directive (2000/60/EC)	2000
CD5-25	Environmental Impact Assessment Directive (2011/92/EU) (including Annex I and Annex II)	2011
Policy Documents		
CD6 - Development Plan		
CD6-01	Cambridge Local Plan (2018)	October 2018
CD6-02	South Cambridgeshire Local Plan (adopted September 2018)	September 2018
CD6-03	Cambridge and Peterborough Minerals and Waste Local Plan	July 2021
CD6-04	Greater Cambridge Local Plan First Proposals (Emerging Plan)	November 2021
CD6-05	Greater Cambridge Local Plan Transport Evidence Report Preferred Option Update	October 2021
CD6-06	Greater Cambridge Local Plan Infrastructure Delivery Plan Interim Report for Greater Cambridge Shared Planning	September 2021
CD6-07	Cambridgeshire and Peterborough Local Transport Plan	17 June 2019
CD6-08	Cambridgeshire and Peterborough Local Transport Plan	25 February 2020
CD6-09	Cambridgeshire and Peterborough Local Transport and Connectivity Plan	2023
CD6-10	Cambridgeshire Local Transport Plan 2011-2031 Long Term Transport Strategy	July 2015

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CD6-11	Cambridgeshire and Peterborough Local Transport – Supporting Bus Strategy	March 2023
CD6-12	Inspector's Report on the Examination of the South Cambridgeshire Local Plan	August 2018
CD7 - Local Policy and National Policies for Cambridge		
CD7-01	The Case for Cambridge	March 2024
CD7-02	The Greater Cambridge City Deal	June 2014
CD7-03	Cambridgeshire and Peterborough Devolution Deal	March 2017
CD7-04	Planning for sustainable growth in the Oxford- Cambridge Arc	February 2021
CD7-05	Cambridgeshire and Peterborough Independent Economic Review Final Report (CPIER)	September 2018
CD7-06	Greater Cambridge Partnership Governance Assurance Framework 2022	2022
CD7-07	Transport strategy and high level programme for Cambridge and South Cambridgeshire (TSCSC)	March 2014
CD7-08	Cambourne to Cambridge Better Public Transport – Project Update	December 2018
CD7-09	Cambourne to Cambridge: In-Highway Proposals for High Quality Public Transport Scheme (revised) – extract	September 2024
CD7-10	Cambourne to Cambridge: In-Highway Proposals for High Quality Public Transport Scheme	February 2021
CD7-11	Cambridgeshire County Council Surface Water Planning Guidance	June 2021
CD7-12	Greater Cambridge Biodiversity Supplementary Planning Document	February 2022
CD7-13	District Design Guide Supplementary Planning Document – South Cambridgeshire District Council	March 2010
CD7-14	Cambridgeshire Flood and Water Supplementary Planning Document	November 2018

Ref	Application Document	Date
CD7-15	The Bourn Airfield New Village: A Spatial Framework and Infrastructure Delivery Plan Supplementary Planning Document	October 2019
CD7-16	Greater Cambridge Sustainable Design and Construction Supplementary Planning Document	January 2020
CD7-17	East West Rail Economic and Technical Report: Understanding the transformative benefits of EWR	May 2023
CD7-18	Cambridgeshire and Peterborough Insight – Roads, Transport and Active Travel – Transport Insights – Annual Traffic Monitoring Report website page	Undated
CD7-19	Traffic Monitoring Report 2018	2018
CD7-20	Traffic Monitoring Report 2019	2019
CD7-21	Traffic Monitoring Report 2020	2020
CD7-22	Traffic Monitoring Report 2021	2021
CD7-23	Strategic Economic Appraisal of A428-A1303	August 2016
CD7-24	Realising the Full Potential of Greater Cambridge – written statement of Minister of State for Housing and Planning	31 October 2024
CD7-25	Cambridgeshire and Peterborough Insight Page: Transport Data Update – Q4 2024	07 February 2024
CD7-26	Cambridgeshire and Peterborough Insight Page: Transport Data Update – Q2 2024	07 August 2024
CD7-27	Addressing water scarcity in Greater Cambridge: update on government measures	March 2024
CD7-28	Government's Autumn Statement	17 November 2022
CD7-29	Chancellor of the Exchequer's Autumn Budget 2024	30 October 2024
CD7-30	Press release - Reeves: I am going further and faster to kick start the economy	28 January 2025

Ref	Application Document	Date
CD7-31	Press release - Cambridge Growth Company and the Advisory Council	21 March 2025
CD7-32	Cambridge County Council Transport Assessment Requirements	January 2024
CD8 - National Policy and Guidance		
CD8-01	National Planning Policy Framework (NPPF)	December 2024 (updated 07 February 2025)
CD8-02	Planning practice guidance: Open Space	March 2014
CD8-03	Planning practice guidance: Climate Change	March 2019
CD8-04	Planning practice guidance: Noise	July 2019
CD8-05	Planning practice guidance: Design process and tools	October 2019
CD8-06	Planning practice guidance: Air Quality	November 2019
CD8-07	Planning practice guidance: Biodiversity net gain	May 2024
CD8-08	Planning practice guidance: Natural environment	February 2025
CD8-09	National Networks National Policy Statement	March 2024
CD8-10	Planning practice guidance: Green Belt	December 2023
CD8-11	National Infrastructure Strategy	November 2020
CD8-12	Build Back Better: Our Plan for Growth	March 2021
CD8-13	Bus Back Better: National Bus Strategy for England	March 2021
CD8-14	National Bus Strategy: 2024 Bus Service Improvement Plans	17 May 2021 (updated on 16 January 2024)

Ref	Application Document	Date
CD8-15	Decarbonising Transport a Better Greener Britain	July 2021
CD8-16	Department for Transport: Gear Change, a bold vision for cycling and walking	July 2020
CD8-17	Department for Transport: Transport Business Case Guidance	December 2022
CD8-18	Cambourne to Cambridge Better Bus Journeys Scheme: Strategic Outline Business Case (SOBC) Strategic Case	23 September 2016
CD8-19	Department for Transport guidance on Transport and Works Act orders: a brief guide	November 2013 (updated 14 July 2023)
CD8-20	Department for Transport: Value for Money Framework	November 2024
CD8-21	Department for Transport: Transport Analysis Guidance unit M4 forecasting and uncertainty	November 2023
CD8-22	Department for Transport: Transport Analysis Guidance Uncertainty Toolkit	November 2023
CD8-23	Department for Transport: National Guidance containing relevant Local Transport Notes (LTN1/20)	July 2020
CD8-24	Department for Transport: Guidance on The Transport Appraisal Process	May 2018
CD8-25	Department for Transport: Transport analysis guidance	29 October 2013 (updated 17 October 2024)
CD8-26	Department for Transport: Early Assessment and Sifting Tool Guidance	Undated
CD8-27	Cambourne to Cambridge Better Public Transport Project - Independent Audit of Key Assumptions and Constraints	25 May 2021
CD8-28	Guidance on the Compulsory purchase process (Ministry of Housing, Communities and Local Government) (CPO Guidance)	31 January 2025
CD8-29	Ten Point Plan for a Green Industrial Revolution	November 2020

Ref	Application Document	Date
CD8-30	Department for Environment, Food and Rural Affairs: The Statutory Biodiversity Metric - User Guide	Last updated: July 2024
CD8-31	Department for Transport: Transport Analysis Guidance Unit A2.1 Wider Economic Impacts Appraisal	May 2018
CD9 - Other Relevant Documents		
CD9-01	Summary Position Paper on Cambridge Autonomous Metro and the A428 Corridor produced by Arup	15 November 2018
CD9-02	Manual for Streets	Undated
CD9-03	Manual for Streets 2	September 2010
CD9-04	Britpave - Guided Busway Design Handbook	2017
CD9-05	Environmental Assessment of Traffic and Movement	July 2023
CD9-06	Design Manual for Roads and Bridges (DMRB) - Introduction to the Design Manual for Roads and Bridges	September 2021
CD9-07	Design Manual for Roads and Bridges (DMRB) - Highway Link Design	March 2020
CD9-08	Design Manual for Roads and Bridges (DMRB) - Geometric design of at-grade priority and signal-controlled junctions	November 2021
CD9-09	Design Manual for Roads and Bridges (DMRB) - Cross-sections and headrooms	July 2021
CD9-10	Design Manual for Roads and Bridges (DMRB) - Designing for walking, cycling and horse-riding	March 2021
CD9-11	Design Manual for Roads and Bridges (DMRB) - Designing for cycle traffic	March 2021
CD9-12	Design Manual for Roads and Bridges (DMRB) - Requirements for safety risk assessment	January 2025
CD9-13	Design Manual for Roads and Bridges (DMRB) - Road safety audit	January 2020
CD9-14	Design Manual for Roads and Bridges (DMRB) – LA 111 Noise and vibration	May 2020

Ref	Application Document	Date
CD9-15	Traffic Signs Manual Chapter 1: Introduction	2018
CD9-16	Traffic Signs Manual Chapter 2: Primary Route Destinations in England	Undated
CD9-17	Traffic Signs Manual Chapter 3: Regulatory Signs	2019
CD9-18	Traffic Signs Manual Chapter 4: Warning Signs	2018
CD9-19	Traffic Signs Manual Chapter 5: Road Markings	2018
CD9-20	Traffic Signs Manual Chapter 6: Traffic Control	2019
CD9-21	Traffic Signs Manual Chapter 7: The Design of Traffic Signs	2018
CD9-22	Traffic Signs Manual Chapter 8 Part 1: Design	2009
CD9-23	Traffic Signs Manual Chapter 8 Part 2: Operations	2009
CD9-24	Traffic Signs Manual Chapter 8 Part 3: Update	2020
CD9-25	WSP Technical Note for Cambourne to Cambridge TUBAs	31 January 2024
CD9-26	Option Assessment Report for Cambourne to Cambridge Better Bus Journeys	Undated
Additional Documents		
CD10 - References, reports to and resolutions of GCP Executive Board		
CD10-01	Greater Cambridge Partnership (GCP) Executive Board Findings	01 July 2021
CD10-02	Executive Board Terms of Reference	Undated
CD11 - Reports to and resolutions of Cambridgeshire County Council		
CD11-01	Council Agenda and Votes	21 March 2023

Ref	Application Document	Date
CD11-02	Council Minutes	21 March 2023
CD11-03	Council Agenda and Votes	11 February 2025
CD11-04	Council Minutes	11 February 2025
CD11-05	Cambridge Delivery Company: Update Report by Stephen Kelly	10 February 2025
CD12 - Officer's Reports		
CD12-01	Planning Committee Officer's Report for Land West of JJ Thomson Avenue, Cambridge, CB3 0FA	29 July 2021
CD12-01.01	Appendices 1 to the 29 July 2021 Officer's Report Approved Masterplan 1999	29 July 2021
CD12-01.02	Appendices 2 to the 29 July 2021 Officer's Report Proposed Illustrative Masterplan 1999	29 July 2021
CD12-01.03	Appendices 3 to the 29 July 2021 Officer's Report Development Control Forum Minutes (14 January 2021)	29 July 2021
CD12-01.04	Appendix 4 to the 29 July 2021 Officer's Report Map of Visual Receptor Locations for the LVIA	29 July 2021
CD12-01.05	Appendix 5 to the 29 July 2021 Officer's Report Proposed Parameter Plans	29 July 2021
CD12-01.06	Appendix 6 to the 29 July 2021 Officer's Report Committed Developments Included in the Transport Assessment	29 July 2021
CD12-01.07	Appendix 7 to the 29 July 2021 Officer's Report Cambridgeshire Quality Panel Minutes (7 July 2017)	29 July 2021
CD12-02	Planning Committee Officer's Report for West Cambridge Site Madingley Road Cambridge Cambridgeshire	20 June 2024 (updated 21 June 2024)

Ref	Application Document	Date
CD12-02.01	Appendix 1 to the 20 June 2024 Officer's Report Email from The University of Cambridge (Estates Division) regarding 16/1134/OUT – Outline Planning Application at West Cambridge Site, Madingley Road, Cambridge	20 June 2024 (updated 21 June 2024)
CD12-02.02	Appendix 2 to the 20 June 2024 Officer's Report Letter from the Environmental Agency regarding 16/1134/OUT – Outline Planning Application at West Cambridge Site, Madingley Road, Cambridge	20 June 2024 (updated 21 June 2024)
CD12-02.03	Appendix 1 to the 20 June 2024 Officer's Report Letter from The University of Cambridge (Estates Division) regarding 16/1134/OUT – Outline Planning Application at West Cambridge Site, Madingley Road, Cambridge	20 June 2024 (updated 21 June 2024)
CD13 - Consideration of Alternatives		
CD13-01	Atkins: Madingley Road / A428 Cambourne to Cambridge Corridor Study Draft Interim Report	01 June 2015
CD13-02	Atkins: A428 Western Corridor Study Park and Ride Locations	28 September 2015
CD13-03	Atkins: Analysis of consultation proposals	01 February 2016
CD13-04	Atkins: Cambourne to Cambridge Better Bus Journeys: Park and Ride Location Study	17 April 2017
CD13-05	Mott MacDonald - Cambourne to Cambridge Better Public Transports Park and Ride Study	01 September 2017
CD13-06	Atkins: Cambourne to Cambridge Better Bus Journeys End of Stage Report	September 2017
CD13-07	Mott MacDonald – Technical Note on Cambourne to Cambridge Better Public Transport	14 May 2019
CD13-08	Cambourne to Cambridge Better Bus Journeys: Phase One	Undated
CD13-09	Skanska: Cambourne to Cambridge Better Bus Journeys Grange Road Access Report	August 2017
CD14 - Road Safety Audit		
CD14-01	Stage 1 Road Safety Audit	27 February 2023

Ref	Application Document	Date
CD14-02	Problem Location Plan	November 2022
CD14-03	Designers Response - Road Safety Audit Response Sheet	19 June 2023
CD14-04	Cambourne to Cambridge Scheme Plan	21 January 2022
CD14-05	Side Road Junction Plan	Undated
CD14-06	Road Safety Audit Brief template	22 November 2022
CD15 - Noise and Vibration Assessments		
CD15-01	BS 5228:2009+A1:2014 Part 1: Noise	February 2014
CD15-02	BS 5228-2:2009+A1:2014 Part 2: Vibration	June 2014
CD15-03	BS 4142:2014+A1:2019: Noise Assessment	June 2019
CD15-04	Department of Transport's Calculation of Road Traffic Noise	1988
CD16 - Air Quality		
CD16-01	Advanced Distribution Management Systems – Road Version 5	February 2020
CD17 - Flood Risk and Drainage Strategy		
CD17-01	Construction Industry Research and Information Association - Sustainable Drainage Systems Manual (C753)	2015
CD18 - Landscape		
CD18-01	Cambridge Inner Green Belt Boundary Study	November 2015
CD18-02	Greater Cambridge Landscape Character Assessment	February 2021

Ref	Application Document	Date
CD19 - Arboriculture		
CD19-01	Ancient and other veteran trees: further guidance on management by David Lonsdale	2013
CD19-02	Recognition of Ancient, Veteran and Notable Trees – RAVEN2	Undated
CD20 - UK Highway Code		
CD20-01	The UK Highway Code	2025
CD21 - Trees		
CD21-01	British Standard 5837:2012 Trees in relation to design, demolition and construction – recommendations	2012
CD22 - Street Lighting		
CD22-01	ILP - Guidance Note 1 for the Reduction of Obtrusive Light	2021
CD22-02	ILP - Guidance Note 8 Bats and Artificial Lighting	2023
CD22-03	Cambridgeshire County Council Streetlighting development specification	January 2016
CD22-04	Cambridgeshire County Council Highway Operational Standards (Lighting Policy)	07 August 2024

APPENDIX 2

PLOT LIST

Details of the purposes for which compulsory acquisition and temporary possession powers are sought

The principal purposes for which each plot is subject to compulsory acquisition powers are set out in the tables in this Annex. The first column of each table identifies the plot number (as shown on the Land Plans) and used in the Book of Reference. The second column of each table sets out the corresponding Works numbers as shown on the Works Plans. The third column summarises the uses for which the plot in question is required.

The tables in this Annex should be read in conjunction with the Works and Land Plans.

Table 1 – Permanent Acquisition

Acquisition of Land – by Plot Number		
Plot Number:	TWAO Work No.	Purpose for which the land is required:
1-010	1 and 2	Works to Broadway, Cambourne, junction of new busway and access to Bourn Airfield with Broadway
1-011	1 and 2	Works to Broadway, Cambourne, junction of new busway and access to Bourn Airfield with Broadway
1-012	2	Works to Broadway, Cambourne, junction of new busway and access to Bourn Airfield with Broadway
1-015	2	Guided busway, Worksite and access for construction
1-016	2	Works to Broadway, Cambourne, junction of new busway and access to Bourn Airfield with Broadway
1-018	2	Works to Broadway, Cambourne, junction of new busway and access to Bourn Airfield with Broadway
1-021	2	Attenuation Pond, Environmental Mitigation and Construction Compound
2-031	2	Guided busway, worksite, access for construction
3-032b	2	Realigned Wellington Way, worksite and access for construction
3-035	2	Guided busway, worksite and access for construction
3-036	2	Realigned Wellington Way, worksite and access for construction
3-038	2 and 3	junction of new busway and St Neots' Road, worksite and access for construction
4-041b	3	Junction of new busway and St Neots' Road, landscaping

Acquisition of Land – by Plot Number		
Plot Number:	TWAO Work No.	Purpose for which the land is required:
4-043	3	Guided busway, worksite, access for construction and mitigation works
4-044	3	Junction of new busway and St Neots' Road, landscaping
4-047	3	Guided busway, worksite, access for construction and mitigation works
4-048	3	Guided busway, worksite, access for construction and mitigation works
4-051	3	Guided busway, worksite, access for construction and mitigation works
4-052	3	Guided busway, worksite, access for construction
5-054	3	Attenuation pond and landscaping
5-055	3	Access to St Neots Road, landscaping and drainage works
5-056	3	Access to St Neots Road and drainage works
5-060	3	Junction of new busway and St Neots' Road, landscaping, Works to St Neots Road
5-062a	3	Junction of new busway and St Neots' Road, Worksite and access for construction
5-062b	3	Basin/retention pond, landscaping, access
5-063	3	Path connection to St Neots Road
5-065	3	Junction of new busway and St Neots' Road, worksite and access for construction
6-072	Park and Ride	Access to new park and ride facility, worksite and access for construction
6-073	Park and Ride	New Park and ride facility, worksite and access for construction, construction compound
6-074	Park and Ride	Construction compound, new park and ride facility worksite and access for construction and Environmental Mitigation
6-079	Park and Ride	Construction compound, new park and ride facility worksite and access for construction, Environmental Mitigation and works to public right of way
6-080	Park and Ride	Works to public right of way
9-085a	4	Diversion of St Neots Road

Acquisition of Land – by Plot Number		
Plot Number:	TWAO Work No.	Purpose for which the land is required:
9-085b	4 and 5	works to streets, landscaping
9-085c	5	Diversion of St Neots Road
9-089a	4 5 and 6	Diversion of St Neots Road, guided busway
9-089b	4, 5 and 6	Working space and landscaping
9-089c	5 and 6	Working space and landscaping
9-090	4	Drainage basin and landscaping
9-093a	6	Guided busway access for construction
9-093b	6	Worksite, access for construction and landscaping
9-096	5	Diversion of St Neots Road, landscaping
9-097	6	Drainage basin and landscaping
9-099	5	Diversion of St Neots Road. Works to junction of St Neots Road and Long Road
10-106	6 and 7	Works to Long Road, junctions with guided busway
10-109	5	Works to junction of St Neots Road and Long Road
10-110	7	Guided busway, worksite and access for construction
10-112	7	Works to Long Road, junction with guided busway
10-114	5	Works to junction of St Neots Road and Long Road
10-115	5	Works to junction of St Neots Road and Long Road
10-117	5	Works to junction of St Neots Road and Long Road, landscaping
10-118	7	Drainage works, pond and landscaping
11-120	7	Guided busway, worksite and access for construction
11-121	7	Guided busway, worksite and access for construction
11-122	7	Guided busway, worksite and access for construction
12-124	7	Guided busway, worksite and access for construction
12-125	7	Guided busway, worksite and access for construction
12-126	7	Guided busway, worksite and access for construction

Acquisition of Land – by Plot Number		
Plot Number:	TWAO Work No.	Purpose for which the land is required:
12-127	7	Environmental mitigation, landscaping, worksite and access for construction
13-128	7	Environmental mitigation landscaping, worksite and access for construction
13-141	7 and 8	Works to junctions of guided busway and Cambridge Road, access for construction and Works to Cambridge Road
13-142	8	Guided busway worksite and access for construction
14-144a	9	Construction Compounds, open space, Ponds and Environmental Mitigation
14-144b	9	Replacement open space
14-144c	9	Replacement open space
14-145	9	Guided busway, bridge over M11, worksite and access for construction
14-146	9	Construction compound worksite and access, landscaping
14-152	9	Guided busway, bridge over M11, worksite and access for construction
14-153	9	Guided busway, bridge over M11, bridleway diversion worksite and access for construction
14-154	9	Guided busway, bridge over M11, bridleway diversion worksite and access for construction
14-155a	9	Guided busway. Diversion of public bridleway. Worksite and access for construction
14-155b	9	Guided busway. Diversion of public bridleway. Worksite and access for construction
15-161b	10	diversion of public footpath
15-163	10	Guided busway. Worksite and access for construction and diversion of public footpath
16-164a	10	Guided busway. Worksite and access for construction, landscaping
16-164b	10	Drainage, compound, worksite and access for construction, landscaping
16-165	10	Drainage, compound, worksite and access for construction, landscaping

Acquisition of Land – by Plot Number		
Plot Number:	TWAO Work No.	Purpose for which the land is required:
16-169b	10	Diversion of public footpath
16-170	10	Diversion of public footpath, landscaping
16-172	10	Diversion of public footpath
16-173a	10	Guided busway. Diversion of public footpath. Worksite and access for construction
16-173b	10	construction diversion of public footpath
16-175	N/A	Connection to public footpath, access for construction
16-176	10	Ponds, landscaping, drainage environmental mitigation and access for construction
16-178	10	Guided busway, worksite and access for construction, connection to Grange Road.
16-179	10	Drainage, pond, landscaping flood storage and environmental mitigation
17-182	10	Connection to Grange Road, access for construction.
17-184	10	Connection to Grange Road, access for construction.
17-185	10	Connection to Grange Road, access for construction.

Table 2 - Permanent new rights and temporary use of land

Acquisition of Permanent New Rights over Land (and temporary use of land) – by Plot Number		
Plot Number:	TWAO Work No.	Purpose for which the land is required:
1-020	2	Surface Water Drainage
1-025	2	Surface Water Drainage
1-027	2	Surface Water Drainage
1-028	2	Surface Water Drainage
5-061	3	Surface Water Drainage
7-076	Park and Ride	Diversion of electricity cables
7-077	Park and Ride	Diversion of electricity cables
7-078	Park and Ride	Diversion of electricity cables
7-081	Park and Ride	Surface Water Drainage
9-087	4	Surface Water Drainage
9-088	4	Surface Water Drainage
10-100	6	Surface Water Drainage
10-105	6	Surface Water Drainage
10-119	7	Surface Water Drainage
14-147	9	Surface Water Drainage
14-159a	9	Surface Water Drainage
14-159b	9	Surface Water Drainage
14-160	-	Operation of bus service
15-167	10	Maintenance of guided busway
16-177	10	Surface Water Drainage

Table 3 - temporary use of land

Temporary Possession of Land – by Work Number		
Plot Number	TWAO Work No.	Purpose for which the land is required:
1-004	1 and 2	Works to Broadway, Cambourne
1-005	1 and 2	Works to Broadway, Cambourne
1-006	1 and 2	Works to Broadway, Cambourne
1-009	1 and 2	Works to Broadway, Cambourne
1-013	1 and 2	Works to Broadway, Cambourne
1-014	1 and 2	Works to Broadway, Cambourne
1-017	1 and 2	Works to Broadway, Cambourne
1-019	2	working space, installation of drainage
1-022	2	working space, installation of drainage
1-023	2	Working space, installation of drainage.
1-024	All works	working space, installation of drainage Working space, installation of drainage, construction compound.
1-026	2	Working space and access for construction
1-029	2	Working space and access for construction
1-030	2	Working space and access for construction
3-032a	All works	Construction Compound
3-033	2	Working space and access for construction
3-034	2	Working space and access for construction
3-037	2 and 3	Working space, access for construction and works to St Neots Rd, Childerley
4-039	2	Working space and access for construction
4-040	2	Works to Streets Working space and access for construction
4-041a	2	Working space and access for construction
4-042	2	Working space and access for construction
4-045	2 and 3	Working space, access for construction and works to St Neots Rd, Childerley

Temporary Possession of Land – by Work Number		
Plot Number	TWAO Work No.	Purpose for which the land is required:
4-046	2 and 3	Working space, access for construction and works to St Neots Rd, Childerley
4-049	All works	Construction Compound
4-050	All works	Construction Compound
4-053	3	Worksite and access for construction and Works to St Neots Road, Scotland Road and A428
5-057	All works	Construction Compound
5-058	Street works	Working space, access and works to St Neots Road
5-059	3	Works to St Neots Road, working space and access
5-064	3	Working space, access and works to St Neots Road
5-066	3	Working space, access and works to St Neots Road
5-067	-	Works to existing highway to improve connection to Park and Ride facility.
6-068	-	Works to existing highway to improve connection to Park and Ride facility.
6-069	-	Works to existing highway to improve connection to Park and Ride facility.
6-070	-	Works to existing highway to improve connection to Park and Ride facility.
6-071	-	Works to existing highway to improve connection to Park and Ride facility.
7-075	Park and Ride	Works to streets
8-082	-	Works to St Neots Road, Hardwick
8-083	-	Works to St Neots Road, Hardwick
8-084	-All works	Construction Compound
9-086	4, 5 and 6	Working space
9-091	4, 5 and 6	working space and access to works
9-092	4, 5 and 6	working space and access to works
9-094	all works	Construction Compound
9-095	5	working space and access to works

Temporary Possession of Land – by Work Number		
Plot Number	TWAO Work No.	Purpose for which the land is required:
9-098	6	working space and access to works
10-101	6	working space and access to works
10-102	6	working space and access to works
10-103	6	working space and access to works
10-104	6 and 7	Works to Long Road, Comberton, working space and access to works
10-107	6 and 7	Works to Long Road, Comberton, working space and access to works
10-108	6 and 7	Works to Long Road, Comberton, working space and access to works
10-111	7	working space and access to works
10-113	7	working space and access to works
10-116	all works	Construction Compound
12-123	Work No. 7	Construction Compound
13-129	All works	Construction Compound
13-131	7 and 8	Works to Cambridge Road, Coton, working space and access to works
13-137	7	Works to Cambridge Road, Coton, working space and access to works
13-140	7	Works to Cambridge Road, Coton, working space and access to works
13-143	7 and 8	Works to Cambridge Road, Coton, working space and access to works
14-148	9	working space and access to works, laydown area
14-149	9	working space and access to works
14-151	9	working space and access to works
14-156a	All works	Construction Compound, working space and access to works, temporary bridleway diversion
14-156b	All works	Construction Compound, working space and access to works, temporary bridleway diversion

Temporary Possession of Land – by Work Number		
Plot Number	TWAO Work No.	Purpose for which the land is required:
14-158a	All works	working space and access to works, temporary bridleway diversion
14-158b	All works	Working space and access to works, temporary bridleway diversion
15-161a	all works	Working space and access for construction and diversion of public footpath)
16-162	All works	Construction Compound, working space and access to works
16-166	10	Working space and access for construction
16-168	10	Working space and access for construction
16-169a	10	Working space and access for construction
16-171	10	Working space and access for construction
16-174	10	Working space and access to works
17-180	All works	Construction Compounds, working space and access to works
17-181	All works	Construction Compound, working space and access to works
17-183	All works	Works to Grange Road, Access to works

Table 4 – land not subject to powers of compulsory acquisition

Land Subject to all Order powers except for Compulsory Acquisition – by Plot Number		
Plot Number:	TWAO Work No.	Purpose for which the land is required:
1-002	1	New busway Worksite and access for construction
1-003	1	New busway Worksite and access for construction
1-007	1	New busway Worksite and access for construction
1-008	1	New busway Worksite and access for construction

Table 5 – land subject to powers of acquisition of airspace and rights at ground level

Permanent Acquisition of Airspace, Rights to Access at Ground Level For Maintenance of Bridge and Temporary Use of Land for Construction of Overbridge – by Plot Number		
Plot Number:	TWAO Work No.	Purpose for which the land is required:
14-150	9	Bridge over M11

APPENDIX 3

LIST OF OBJECTIONS, REPRESENTATIONS AND SUPPORT

OBJECTIONS		CD REF
OBJ01	Ashcroft Veterinary Practice	CD2-OBJ-01
OBJ02	P Curry	CD2-OBJ-02
OBJ03	S Stephen	CD2-OBJ-03
OBJ04	Lord Whitty	CD2-OBJ-04
OBJ05	M Dawson	CD2-OBJ-05
OBJ06	E Hewitt	CD2-OBJ-06
OBJ07	D Mitchell	CD2-OBJ-07
OBJ08	D Harthill	CD2-OBJ-08
OBJ09	N Bates	CD2-OBJ-09
OBJ10	D Pearce	CD2-OBJ-10
OBJ11	B Earle	CD2-OBJ-11
OBJ12	A Muir	CD2-OBJ-12
OBJ13	K Brennan	CD2-OBJ-13
OBJ14	A Fuller	CD2-OBJ-14
OBJ15	C Carpenter	CD2-OBJ-15
OBJ16	R Stemp	CD2-OBJ-16
OBJ17	L Taylor	CD2-OBJ-17
OBJ18	E Spain	CD2-OBJ-18
OBJ19	D Alexander	CD2-OBJ-19
OBJ20	B Bullard	CD2-OBJ-20
OBJ21	D Stoughton	CD2-OBJ-21
OBJ22	E Crowe	CD2-OBJ-22
OBJ23	S Tilley	CD2-OBJ-23
OBJ24	F R Ingold	CD2-OBJ-24
OBJ25	S Hart	CD2-OBJ-25
OBJ26	S Peck	CD2-OBJ-26
OBJ27	S Godward	CD2-OBJ-27
OBJ28	S Rogers	CD2-OBJ-28
OBJ29	D Nicholas	CD2-OBJ-29
OBJ30	K Wadey	CD2-OBJ-30
OBJ31	R Bligh	CD2-OBJ-31
OBJ32	L Miller	CD2-OBJ-32
OBJ33	E Brealey	CD2-OBJ-33
OBJ34	R Smith	CD2-OBJ-34
OBJ35	E Khmelnitski	CD2-OBJ-35
OBJ36	M Stewart	CD2-OBJ-36
OBJ37	C Page	CD2-OBJ-37
OBJ38	Cambridge and South Cambridge Green Party	CD2-OBJ-38
OBJ39	R Blackburn	CD2-OBJ-39
OBJ40	B Le Gallez	CD2-OBJ-40
OBJ41	S Harries	CD2-OBJ-41
OBJ42	W and E Heath	CD2-OBJ-42
OBJ43	I Stuchbury	CD2-OBJ-43
OBJ44	A Meadows	CD2-OBJ-44
OBJ45	D Smith	CD2-OBJ-45
OBJ46	The Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire	CD2-OBJ-46
OBJ47	L Hieatt	CD2-OBJ-47
OBJ48	R J Smith	CD2-OBJ-48
OBJ49	M Duncan	CD2-OBJ-49
OBJ50	A Treacy	CD2-OBJ-50

OBJ51	M Smith	CD2-OBJ-51
OBJ52	Coton Orchard Limited, Houston Crest Properties Ltd and A Gazeley	CD2-OBJ-52
OBJ53	J T Green	CD2-OBJ-53
OBJ54	S Lucy	CD2-OBJ-54
OBJ55	C Beal	CD2-OBJ-55
OBJ56	S Vale	CD2-OBJ-56
OBJ57	D Goodman	CD2-OBJ-57
OBJ58	P Gatrell	CD2-OBJ-58
OBJ59	O Williams	CD2-OBJ-59
OBJ60	J A Clegg	CD2-OBJ-60
OBJ61	R F Sewell	CD2-OBJ-61
OBJ62	R Brown	CD2-OBJ-62
OBJ63	D Ralph	CD2-OBJ-63
OBJ64	D and V Keeble	CD2-OBJ-64
OBJ65	J Martin	CD2-OBJ-65
OBJ66	D McLoughlin	CD2-OBJ-66
OBJ67	C, H and H Spearing	CD2-OBJ-67
OBJ68	Jenkins Family (Landowners)	CD2-OBJ-68
OBJ69	J Discoll	CD2-OBJ-69
OBJ70	R and P Portlock	CD2-OBJ-70
OBJ71	C Jordan	CD2-OBJ-71
OBJ72	R and S Moulton	CD2-OBJ-72
OBJ73	P Landshoff	CD2-OBJ-73
OBJ74	Halket Family	CD2-OBJ-74
OBJ75	K Edgcombe	CD2-OBJ-75
OBJ76	R Donnelly	CD2-OBJ-76
OBJ77	B A Brown	CD2-OBJ-77
OBJ78	I Brilakis	CD2-OBJ-78
OBJ79	J Scott	CD2-OBJ-79
OBJ80	Bedfordshire and Luton Orchard Group	CD2-OBJ-80
OBJ81	L Bonesi	CD2-OBJ-81
OBJ82	J Raines	CD2-OBJ-82
OBJ83	L Petersen	CD2-OBJ-83
OBJ84	C Postgate	CD2-OBJ-84
OBJ85	A Wilson	CD2-OBJ-85
OBJ86	J Grant	CD2-OBJ-86
OBJ87	I Newcombe	CD2-OBJ-87
OBJ88	C Newcombe	CD2-OBJ-88
OBJ89	C Hills	CD2-OBJ-89
OBJ90	A Langford	CD2-OBJ-90
OBJ91	E Riggs	CD2-OBJ-91
OBJ92	J Davidson	CD2-OBJ-92
OBJ93	P Johnson	CD2-OBJ-93
OBJ94	B Sutton	CD2-OBJ-94
OBJ95	K Driscoll	CD2-OBJ-95
OBJ96	D Ousby	CD2-OBJ-96
OBJ97	S Williams	CD2-OBJ-97
OBJ98	M Priestnall	CD2-OBJ-98
OBJ99	K Lea	CD2-OBJ-99
OBJ100	C Goater	CD2-OBJ-100
OBJ101	B Newcombe	CD2-OBJ-101
OBJ102	R and W R Sadler (landowner)	CD2-OBJ-102
OBJ103	K Jestice	CD2-OBJ-103
OBJ104	J Roberts	CD2-OBJ-104
OBJ105	C Bejar	CD2-OBJ-105
OBJ106	R Beadle	CD2-OBJ-106
OBJ107	S Smalley and M Richards	CD2-OBJ-107

OBJ108	K Fry	CD2-OBJ-108
OBJ109	S and T Spencer	CD2-OBJ-109
OBJ110	M and T Davies-Kent	CD2-OBJ-110
OBJ111	H Lintott	CD2-OBJ-111
OBJ112	R Cardinal	CD2-OBJ-112
OBJ113	P Diver	CD2-OBJ-113
OBJ114	South Newnham Neighbourhood Forum	CD2-OBJ-114
OBJ115	R Habibi	CD2-OBJ-115
OBJ116	J Richards	CD2-OBJ-116
OBJ117	P McFadyen	CD2-OBJ-117
OBJ118	G Page	CD2-OBJ-118
OBJ119	C Stone	CD2-OBJ-119
OBJ120	S Jackson	CD2-OBJ-120
OBJ121	J Jackson	CD2-OBJ-121
OBJ122	D J Eastham	CD2-OBJ-122
OBJ123	P Singleton	CD2-OBJ-123
OBJ124	R and S Davies	CD2-OBJ-124
OBJ125	C Holt	CD2-OBJ-125
OBJ126	P Joslin	CD2-OBJ-126
OBJ127	J Miller	CD2-OBJ-127
OBJ128	J and C Shaw	CD2-OBJ-128
OBJ129	G Reifenberg	CD2-OBJ-129
OBJ130	E Garnsey	CD2-OBJ-130
OBJ131	T C Rochford	CD2-OBJ-131
OBJ132	M and R Baker	CD2-OBJ-132
OBJ133	S Saxena and P Kalra	CD2-OBJ-133
OBJ134	B Hart	CD2-OBJ-134
OBJ135	J Frances	CD2-OBJ-135
OBJ136	B Greig	CD2-OBJ-136
OBJ137	J R Miller	CD2-OBJ-137
OBJ138	P W Lawrence	CD2-OBJ-138
OBJ139	A Fry	CD2-OBJ-139
OBJ140	A J Barnard	CD2-OBJ-140
OBJ141	J Vine	CD2-OBJ-141
OBJ142	A Davidson	CD2-OBJ-142
OBJ143	Coton Busway Action Group (CBAG)	CD2-OBJ-143
OBJ144	R and W Kirkpatrick	CD2-OBJ-144
OBJ145	J and A Foy	CD2-OBJ-145
OBJ146	R Begbie	CD2-OBJ-146
OBJ147	M Crosby	CD2-OBJ-147
OBJ148	Cadent Gas Limited	CD2-OBJ-148
OBJ149	B Parnham	CD2-OBJ-149
OBJ150	H Sales	CD2-OBJ-150
OBJ151	K Glover	CD2-OBJ-151
OBJ152	M and A Schluter	CD2-OBJ-152
OBJ153	A Bott	CD2-OBJ-153
OBJ154	D Coe	CD2-OBJ-154
OBJ155	A Duff	CD2-OBJ-155
OBJ156	J Chisholm	CD2-OBJ-156
OBJ157	H Gibbens	CD2-OBJ-157
OBJ158	S Bott	CD2-OBJ-158
OBJ159	K Mumford	CD2-OBJ-159
OBJ160	N Hallows	CD2-OBJ-160
OBJ161	A Puntis	CD2-OBJ-161
OBJ162	L Habibi	CD2-OBJ-162
OBJ163	P Holton	CD2-OBJ-163
OBJ164	G Leyland (objection withdrawn)	CD2-OBJ-164
OBJ165-1	A and J Everitt	CD2-OBJ-165-1

OBJ165-2	A and J Everitt revised (17 March 2025)	CD2-OBJ-165-2
OBJ165-3	A and J Everitt (additional document submitted 19 March 2025)	CD2-OBJ-165-3
OBJ166	B J Hawking	CD2-OBJ-166
OBJ167	P Howell	CD2-OBJ-167
OBJ168	N Baumgarten	CD2-OBJ-168
OBJ169	R Hawkins	CD2-OBJ-169
OBJ170	S Page	CD2-OBJ-170
OBJ171	E Eligator	CD2-OBJ-171
OBJ172	S Maclay	CD2-OBJ-172
OBJ173	M Wilkinson	CD2-OBJ-173
OBJ174	P Rutsaert	CD2-OBJ-174
OBJ175	Gough Way Residents Association	CD2-OBJ-175
OBJ176	G Bagnall	CD2-OBJ-176
OBJ177	J Pratt	CD2-OBJ-177
OBJ178	B French	CD2-OBJ-178
OBJ179	J W Hoppett	CD2-OBJ-179
OBJ180	P Landshoff	CD2-OBJ-180
OBJ181	J Whitton Spriggs	CD2-OBJ-181
OBJ182	J Hawkins	CD2-OBJ-182
OBJ183	H Fox	CD2-OBJ-183
OBJ184	K Doyle	CD2-OBJ-184
OBJ185	T Watkins	CD2-OBJ-185
OBJ186	J Nunns	CD2-OBJ-186
OBJ187	D Holburn	CD2-OBJ-187
OBJ188	C Holburn	CD2-OBJ-188
OBJ189	G Powell	CD2-OBJ-189
OBJ190	Pesticide Free Cambridge	CD2-OBJ-190
OBJ191	E May	CD2-OBJ-191
OBJ192	T R Neal	CD2-OBJ-192
OBJ193	M Bullard	CD2-OBJ-193
OBJ194	A Donnelly	CD2-OBJ-194
OBJ195	J Fletcher	CD2-OBJ-195
OBJ196	P Andrew	CD2-OBJ-196
OBJ197	Madingley Parish Council	CD2-OBJ-197
OBJ198	D Pullinger	CD2-OBJ-198
OBJ199	E Meadley	CD2-OBJ-199
OBJ200	H Kettel	CD2-OBJ-200
OBJ201	A Warren	CD2-OBJ-201
OBJ202	J V Neal	CD2-OBJ-202
OBJ203	Friends of the Cam	CD2-OBJ-203
OBJ204	M Atkins	CD2-OBJ-204
OBJ205	M Wilson	CD2-OBJ-205
OBJ206	B Wibbelmann	CD2-OBJ-206
OBJ207	L Tucker	CD2-OBJ-207
OBJ208	M Elderfield	CD2-OBJ-208
OBJ209	S Lowe	CD2-OBJ-209
OBJ210	S Choudhary	CD2-OBJ-210
OBJ211	A and S Burford	CD2-OBJ-211
OBJ212	Bedlam Farming Company Ltd	CD2-OBJ-212
OBJ213	Clare Hall, University of Cambridge	CD2-OBJ-213
OBJ214	J Renwick	CD2-OBJ-214
OBJ215	L Stead	CD2-OBJ-215
OBJ216	V Spencer	CD2-OBJ-216
OBJ217	G and J Radford	CD2-OBJ-217
OBJ218	A Spencer	CD2-OBJ-218
OBJ219	W Mott	CD2-OBJ-219
OBJ220	M Shinwell	CD2-OBJ-220
OBJ221	S and M Chopra	CD2-OBJ-221

OBJ222	D Smith	CD2-OBJ-222
OBJ223	R Borthwick	CD2-OBJ-223
OBJ224	Cambridge Connect	CD2-OBJ-224
OBJ225	A Curtis	CD2-OBJ-225
OBJ226	M Sullivan	CD2-OBJ-226
OBJ227	L Starr	CD2-OBJ-227
OBJ228	S Rowe	CD2-OBJ-228
OBJ229	S Harrison	CD2-OBJ-229
OBJ230	J Rowe	CD2-OBJ-230
OBJ231	E Leigh	CD2-OBJ-231
OBJ232	C Wigg	CD2-OBJ-232
OBJ233	C Wastell	CD2-OBJ-233
OBJ234	K Orange	CD2-OBJ-234
OBJ235	H Shah	CD2-OBJ-235
OBJ236	K Wiemer	CD2-OBJ-236
OBJ237	G and J G Meeks	CD2-OBJ-237
OBJ238	Cambridge University Rugby Union and Associations of Football Trust Limited (CURUAFT)	CD2-OBJ-238
OBJ239	V Schiffmann	CD2-OBJ-239
OBJ240	D Moss	CD2-OBJ-240
OBJ241	P Wesson	CD2-OBJ-241
OBJ242	M Malfroy	CD2-OBJ-242
OBJ243	Councillors for Madingley Villages	CD2-OBJ-243
OBJ244	J Willan	CD2-OBJ-244
OBJ245	A Wright	CD2-OBJ-245
OBJ246	C Home	CD2-OBJ-246
OBJ247	East West Rail	CD2-OBJ-247
OBJ248	W Mullen	CD2-OBJ-248
OBJ249	C Mullen	CD2-OBJ-249
OBJ250	The National Trust	CD2-OBJ-250
OBJ251	Cambridge Past Present and Future (CPPF) and Coton Parish Council	CD2-OBJ-251
OBJ252	PX Farms Limited	CD2-OBJ-252
OBJ253	M Kulynycz	CD2-OBJ-253
OBJ254	A Selby	CD2-OBJ-254
OBJ255	Martin Grant Homes	CD2-OBJ-255
OBJ256	J Wastell	CD2-OBJ-256
OBJ257	C Speed	CD2-OBJ-257
OBJ258	Barton Parish Council	CD2-OBJ-258
OBJ259	J Coplowe	CD2-OBJ-259
OBJ260	E Peachey	CD2-OBJ-260
OBJ261	D Halsey	CD2-OBJ-261
OBJ262	J Preston	CD2-OBJ-262
OBJ263	C Beadle	CD2-OBJ-263
OBJ264	O Hadeler	CD2-OBJ-264
OBJ265	A Chester	CD2-OBJ-265
OBJ266	J Latham	CD2-OBJ-266
OBJ267	S Aldersley	CD2-OBJ-267
OBJ268	T Verney	CD2-OBJ-268
OBJ269	S Baines	CD2-OBJ-269
OBJ270	J K Chadwick-Jones	CD2-OBJ-270
OBJ271	Anglian Water Services Limited and Cambridge Water	CD2-OBJ-271
OBJ272	T Booth	CD2-OBJ-272
OBJ273	S C Chester	CD2-OBJ-273
OBJ274	P Maddrell	CD2-OBJ-274
OBJ275-a	J Czylok	CD2-OBJ-275-a
OBJ275-b	T Czylok	CD2-OBJ-275-b
OBJ275-c	K Czylok	CD2-OBJ-275-c

OBJ275-d	A Czylok	CD2-OBJ-275-d
OBJ276	J Sinclair	CD2-OBJ-276
OBJ277	L Walker	CD2-OBJ-277
OBJ278	R Cunnah	CD2-OBJ-278
OBJ279	L Hirst	CD2-OBJ-279
OBJ280	A Marcus	CD2-OBJ-280
OBJ281	P Winter	CD2-OBJ-281
OBJ282	Ancient Tree Forum	CD2-OBJ-282
OBJ283	E Nisbet	CD2-OBJ-283
OBJ284	A Coghlan	CD2-OBJ-284
OBJ285	The Needham Research Institute	CD2-OBJ-285
OBJ286	Y Parmar	CD2-OBJ-286
OBJ287	C Mott	CD2-OBJ-287
OBJ288	S Koo	CD2-OBJ-288
OBJ289	A Joolia	CD2-OBJ-289
OBJ290	P Gofrey Deere	CD2-OBJ-290
OBJ291	H Stimpson	CD2-OBJ-291
OBJ292	C M R Nisbet	CD2-OBJ-292
OBJ293	N Fanouraki	CD2-OBJ-293
OBJ294	The Woodland Trust	CD2-OBJ-294
OBJ295	P Brown	CD2-OBJ-295
OBJ296	J and C Bishop	CD2-OBJ-296
OBJ297	M Fyfe	CD2-OBJ-297
OBJ298	J Harkins	CD2-OBJ-298
OBJ299	F Gorman	CD2-OBJ-299
OBJ300	A Halket	CD2-OBJ-300
OBJ301	Environment Agency	CD2-OBJ-301
OBJ302	E Stannard	CD2-OBJ-302
OBJ303	P M Nichols	CD2-OBJ-303
OBJ304	J Carter	CD2-OBJ-304
OBJ305	A and S Rehm	CD2-OBJ-305
OBJ306	S Williams	CD2-OBJ-306
OBJ307	District and County Councillors for Dry Drayton	CD2-OBJ-307
OBJ308	The Cambridgeshire and Peterborough branch of CPRE, the countryside charity	CD2-OBJ-308
OBJ309	Federation of Cambridge Residents Association	CD2-OBJ-309
OBJ310	S Stone	CD2-OBJ-310
OBJ311	A Gannon	CD2-OBJ-311
OBJ312	W M Reynolds	CD2-OBJ-312
REPRESENTATIONS		
REP 01	N Simmons	CD2-REP-01
REP 02	Dry Drayton Parish Council	CD2-REP-02
REP 03	North Newnham Residents Association	CD2-REP-03
REP 04	St John's College, Cambridge	CD2-REP-04
REP 05	Pippa Heylings MP	CD2-REP-05
REP 06	Secretary of State for Transport	CD2-REP-06
REP 07	Royal Mail Limited	CD2-REP-07
REP 08	Historic England	CD2-REP-08
REP 09	South Cambridgeshire District Council and Cambridge City Council	CD2-REP-09
REP 10	National Highways Limited	CD2-REP-10.1 CD2-REP-10.2
REP 11	Natural England	CD2-REP-11
REP 12	R Styles	CD2-REP-12
SUPPORT		
SUP 01	N Simmons	CD2-SUP-01
SUP 02	D Instone-Brewer	CD2-SUP-02

SUP 03	Cllr S Drew (Cambourne Ward on South Cambridgeshire District Council)	CD2-SUP-03
SUP 04	H Tyson	CD2-SUP-04
SUP 05	University of Cambridge	CD2-SUP-05
SUP 06	A Miller	CD2-SUP-06
SUP 07	R Jozsa	CD2-SUP-07
SUP 08	A Strauss	CD2-SUP-08
SUP 09	H Strauss	CD2-SUP-09
SUP 10	D Strauss	CD2-SUP-10
SUP 11	C Jeans	CD2-SUP-11
SUP 12	Bourn Airfield landowners	CD2-SUP-12
SUP 13	Madingley Road Area Resident's Association	CD2-SUP-13

APPENDIX 4

LIST OF POLICIES

National Planning Policy Framework (NPPF) [CD8-01]	
Introduction Paragraph 2 [CD8-01, page 4] Paragraph 11 [CD8-01, page 6]	At the heart of the NPPF is a presumption in favour of sustainable development. The presumption highlights that proposals which accord with an up-to-date development plan should be approved without delay unless material considerations indicate otherwise.
Paragraph 7 [CD8-01, page 5]	The objective of sustainable development can be summarised as " <i>meeting the needs of the present without compromising the ability of future generations to meet their own needs</i> ".
Paragraph 8 [CD8-01, page 5]	<p>Paragraph 8 of the NPPF states that "<i>Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives</i>": The three overarching objectives are as follows:</p> <ul style="list-style-type: none"> • "an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure; • a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and • an environmental objective – to protect and enhance our natural, built and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."
Paragraph 11 [CD8-01, page 6]	<p>Paragraph 11(c) of the NPPF notes the presumptions in favour of sustainable development for decision-taking as:</p> <ul style="list-style-type: none"> • "<i>approving development proposals that accord with an up-to-date development plan without delay; or</i> • <i>where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:</i> <ul style="list-style-type: none"> ○ <i>the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or</i> ○ <i>any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."</i>

<p>Paragraph 109 [CD8-01, page 31]</p>	<p><i>"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:</i></p> <ul style="list-style-type: none"> <i>a) making transport considerations an important part of early engagement with local communities;</i> <i>b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;</i> <i>c) understanding and addressing the potential impacts of development on transport networks;</i> <i>d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;</i> <i>e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and</i> <i>f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."</i>
<p>Paragraph 161 [CD8-01, page 48]</p>	<p><i>"The planning system should support the transition to net zero by 2050 and take full account of all climate impacts including overheating, water scarcity, storm and flood risks and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure."</i></p>
<p>Paragraph 162 [CD8-01, page 48]</p>	<p><i>"Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating and drought from rising temperatures⁶¹. Policies should support appropriate measures to ensure the future health and resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure."</i></p>
<p>Paragraph 164 [CD8-01, page 48]</p>	<p><i>"New development should be planned in ways that:</i></p> <ul style="list-style-type: none"> <i>(a) When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure and sustainable drainage systems; and</i> <i>(b) help to reduce greenhouse gas emissions, such as through its location, orientation and design."</i>
<p>Paragraph 174 [CD8-01, page 50]</p>	<p><i>"The aim of the sequential test is to steer new development to areas with the lowest risk of flooding from any source. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. The strategic flood risk assessment will provide the basis for applying this test."</i></p>
<p>Paragraph 175 [CD8-01, page 50]</p>	<p><i>"The sequential approach should be used in areas known to be at risk now or in the future from any form of flooding, except in situations where a site-specific flood risk assessment demonstrates that no built development within the site boundary, including access or escape routes, land raising or other</i></p>

	<i>potentially vulnerable elements, would be located on an area that would be at risk of flooding from any source, now and in the future (having regard to potential changes in flood risk)."</i>
Paragraph 177 [CD8-01, page 51]	<i>"Having applied the sequential test, if it is not possible for development to be located in areas with a lower risk of flooding (taking into account wider sustainable development objectives), the exception test may have to be applied. The need for the exception test will depend on the potential vulnerability of the site and of the development proposed, in line with the Flood Risk Vulnerability Classification set out in Annex 3."</i>
Paragraph 187 [CD8-01, page 54] Noise and Vibration	<i>"Planning policies and decisions should contribute to and enhance the natural and local environment by: e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans."</i>
Paragraph 193 [CD8-01, page 56] Irreplaceable Habitats	<i>"When determining planning applications, local planning authorities should apply the following principles: c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons, and a suitable compensation strategy exists;"</i> <i>Footnote 70: "For example, infrastructure projects (including nationally significant infrastructure projects, orders under the Transport and Works Act and hybrid bills), where the public benefit would clearly outweigh the loss or deterioration of habitat."</i>
Section 90(2A) TCPA 1990 [CD5-08, page 187]	<i>"On making an order under section 1 or 3 of the Transport and Works Act 1992 which includes provision for development, the Secretary of State may direct that planning permission for that development shall be deemed to be granted, subject to such conditions (if any) as may be specified in the direction."</i>
National Planning Policy and Guidance	
Open Space Paragraph: 001 Reference ID: 37-001-20140306 [CD8-02, page 1]	<i>"Open space should be taken into account in planning for new development and considering proposals that may affect existing open space. Open space, which includes all open space of public value, can take many forms, from formal sports pitches to open areas within a development, linear corridors and country parks. It can provide health and recreation benefits to people living and working nearby; have an ecological value and contribute to green infrastructure as well as being an important part of the landscape and setting of built development, and an important component in the achievement of sustainable development".</i>
Air quality Paragraph: 001 Reference ID: 32-001-20191101 [CD8-06, page 2]	<i>"The 2008 Ambient Air Quality Directive sets legally binding limits for concentrations in outdoor air of major air pollutants that affect public health such as particulate matter (PM10 and PM2.5) and nitrogen dioxide (NO2). The UK also has national emission reduction commitments for overall UK emissions of 5 damaging air pollutants:</i> <ul style="list-style-type: none"> <i>• fine particulate matter (PM2.5)</i> <i>• ammonia (NH3)</i> <i>• nitrogen oxides (NOx)</i> <i>• sulphur dioxide (SO2)</i> <i>• non-methane volatile organic compounds (NMVOCs)</i>

	<i>As well as having direct effects on public health, habitats and biodiversity, these pollutants can combine in the atmosphere to form ozone, a harmful air pollutant (and potent greenhouse gas) which can be transported great distances by weather systems. Odour and dust can also be a planning concern, for example, because of the effect on local amenity."</i>
Climate Change Paragraph: 001 Reference ID: 6-001-20140306 [CD8-03, page 2]	<p><i>"In addition to supporting the delivery of appropriately sited green energy, effective spatial planning is an important part of a successful response to climate change as it can influence the emission of greenhouse gases. In doing so, local planning authorities should ensure that protecting the local environment is properly considered alongside the broader issues of protecting the global environment. Planning can also help increase resilience to climate change impact through the location, mix and design of development."</i></p> <p><i>"Addressing climate change is one of the core land use planning principles which the National Planning Policy Framework expects to underpin both plan-making and decision-taking."</i></p>
Green Belt Paragraph: 001 Reference ID: 64-013-20250225 [CD8-10, page 11]	<p><i>"Assessing the impact of a proposal on the openness of the Green Belt, where it is relevant to do so, requires a judgment based on the circumstances of the case. By way of example, the courts have identified a number of matters which may need to be taken into account in making this assessment."</i></p> <p><i>These include, but are not limited to:</i></p> <ul style="list-style-type: none"> <i>• openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume;</i> <i>• the duration of the development, and its remendability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness; and</i> <i>• the degree of activity likely to be generated, such as traffic generation."</i>
Noise Paragraph: 001 Reference ID: 30-001-20190722 [CD8-04, page 1]	<i>"Noise needs to be considered when development may create additional noise or would be sensitive to the prevailing acoustic environment (including any anticipated changes to that environment from activities that are permitted but not yet commenced). When preparing plans, or taking decisions about new development, there may also be opportunities to make improvements to the acoustic environment. Good acoustic design needs to be considered early in the planning process to ensure that the most appropriate and cost-effective solutions are identified from the outset."</i>
Natural Environment Paragraph: 004 Reference ID: 8-004-20190721 [CD8-08, page 3]	<i>"Green infrastructure can embrace a range of spaces and assets that provide environmental and wider benefits. It can, for example, include parks, playing fields, other areas of open space, woodland, allotments, private gardens, sustainable drainage features, green roofs and walls, street trees and 'blue infrastructure' such as streams, ponds, canals and other water bodies. References to green infrastructure in this guidance also apply to different types of blue infrastructure where appropriate."</i>
Paragraph: 005 Reference ID: 8-005-20190721 [CD8-08, page 3]	<i>"Green infrastructure is a natural capital asset that provides multiple benefits, at a range of scales. For communities, these benefits can include enhanced wellbeing, outdoor recreation and access, enhanced biodiversity and landscapes, food and energy production, urban cooling, and the management of flood risk. These benefits are also known as ecosystem services."</i>

<p>Paragraph: 006 Reference ID: 8-006-20190721 [CD8-08, page 4]</p>	<p><i>"Green infrastructure can help in:</i></p> <p><i>Building a strong, competitive economy</i> <i>Green infrastructure can drive economic growth and regeneration, helping to create high quality environments which are attractive to businesses and investors.</i></p> <p><i>Achieving well-designed places</i> <i>The built environment can be enhanced by features such as green roofs, street trees, proximity to woodland, public gardens and recreational and open spaces. More broadly, green infrastructure exists within a wider landscape context and can reinforce and enhance local landscape character, contributing to a sense of place and natural beauty.</i></p> <p><i>Promoting healthy and safe communities</i> <i>Green infrastructure can improve the wellbeing of a neighbourhood with opportunities for recreation, exercise, social interaction, experiencing and caring for nature, community food-growing and gardening, all of which can bring mental and physical health benefits. Outdoor Recreation Value (ORVal) is a useful online tool that can be used to quantify the recreational values provided by greenspace. Green infrastructure can help to reduce health inequalities in areas of socio-economic deprivation and meet the needs of families and an ageing population. It can also help to reduce air pollution and noise.</i></p> <p><i>Mitigating climate change, flooding and coastal change</i> <i>Green infrastructure can contribute to carbon storage, cooling and shading, opportunities for species migration to more suitable habitats and the protection of water quality and other natural resources. It can also be an integral part of multifunctional sustainable drainage and natural flood risk management.</i></p> <p><i>Conserving and enhancing the natural environment</i> <i>High-quality networks of multifunctional green infrastructure contribute a range of benefits, including ecological connectivity, facilitating biodiversity net gain and nature recovery networks and opportunities for communities to undertake conservation work."</i></p>
<p>Design: process and tools Paragraph: 001 Reference ID: 26-001-20191001 [CD8-05, page 1]</p>	<p><i>"Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage. This guidance explains the processes and tools that can be used through the planning system and how to engage local communities effectively.</i></p> <p><i>To be read alongside this guidance, the National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice.</i></p> <p><i>As set out in paragraph 134 of the National Planning Policy Framework, development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an</i></p>

	area, so long as they fit in with the overall form and layout of their surroundings."
National Networks National Policy Statement (March 2024) [CD8-09]	
Paragraph 1.9 [CD8-09, page 8]	<p>"Road and rail developments in England are also consented through routes other than the NSIP regime, such as the Transport and Works Act 1992 and the Town and Country Planning Act 1990. Where schemes come forward under these alternative consenting routes, this NPS may be a material consideration in decision making. Whether, and to what extent, this NPS is a material consideration, will be judged on a case-by-case basis."</p> <p>The National Networks National Policy Statement (NNNPS) sets out the need for, and Government's policies to deliver, development of NSIPs on the national road and rail networks in England. It provides planning guidance for promoters of nationally significant infrastructure projects on the road and rail networks, and the basis for the examination by the Examining Authority and decisions by the SoS.</p> <p>It must be recognised that the Scheme is not a NSIP, so the NNNPS does not apply in direct terms when considering determination. Nonetheless, aspects of the Government's policy on NSIPs may be considered relevant to new major infrastructure such as the Scheme.</p>
South Cambridgeshire Local Plan (September 2018) [CD6-02]	
Policy S/2: Objectives of the Local Plan [CD6-02, page 34]	The policy indicates that the vision of the Local Plan will be achieved by maximising the potential for journeys to be undertaken by sustainable modes of transport including walking, cycling, bus and train.
Policy S/3 Presumption in Favour of Sustainable Development [CD6-02, page 35]	The policy details that the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. This means that proposals that accord with the Local Plan can be approved wherever possible unless material considerations indicate otherwise.
Policy S/4 Cambridge Green Belt [CD6-02, page 36]	The detailed boundaries of the Green Belt in South Cambridgeshire are defined on the Policies Map. New development in the Green Belt will only be approved in accordance with Green Belt policy in the NPPF.
Policy S/6: The Development Strategy to 2031 [CD6-02, page 40]	The policy identifies that a new village at Bourn Airfield for 3,500 homes and a major expansion of Cambourne of 1,200 homes are proposed as part of 3 strategic scale allocations to meet the majority of additional development needs to 2031.
Policy SS/7 New Village at Bourn Airfield [CD6-02, page 84]	The policy commits to the development of 3,500 dwellings at Bourn Airfield that must include significant improvements in Public Transport, specifically a bus link from Cambourne, through Bourn Airfield and into Cambridge - Part 8 (a) (i-iii) of the policy describes the proposed segregated bus route.
Policy SS/8 Cambourne West [CD6-02, page 90]	The policy commits to the development of 1,200 dwellings at Cambourne West by 2031, subject to addressing the travel demands that will be generated by co-ordinating with other development on the A428 corridor, which includes Bourn Airfield. Part 12 (a and b) of the policy indicates that a connection to a segregated bus link between Cambourne and Cambridge is required as part of the transport strategy for Cambourne West. Paragraph

	3.61 of the policy's supporting text makes this clear by stating that a fundamental requirement for the site is access by public transport; that high quality bus provision provides quick journeys, greater patronage, and improved safety; and that extensive transport infrastructure provision will be required to mitigate transport impacts at Cambourne West and Bourn Airfield.
Policy CC/1 Mitigation and Adaptation to Climate Change [CD6-02, page 100]	The policy details that applicants must submit a Sustainability Statement to demonstrate how the principles of climate change mitigation and adaptation have been embedded into the development proposal.
Policy CC/6 Construction Methods [CD6-02, page 106]	The policy details that development must minimise waste, avoid routing construction traffic through villages and minimise impacts on neighbouring occupiers during the construction phase.
Policy CC/7 Water Quality [CD6-02, page 107]	The policy indicates that development must not harm water quality and that opportunities should be explored to improve water quality.
Policy CC/8 Sustainable Drainage Systems [CD6-02, page 108]	The policy indicates that development must incorporate SuDS appropriate to the nature of the site.
Policy CC/9 Managing Flood Risk [CD6-02, page 109]	The policy details that development will be permitted where suitable flood protection / mitigation measures are incorporated as appropriate to the level and nature of flood risk.
Policy HQ/1 Design Principles [CD6-02, page 115]	The policy indicates that all development must be of high quality design and meet a range of design criteria appropriate to the scale and nature of the development.
Policy NH/2 Protecting and Enhancing Landscape Character [CD6-02, page 125]	The policy details that development should respect and retain or enhance the local character and distinctiveness of the local landscape.
Policy NH/3 Protecting Agricultural Land [CD6-02, page 126]	The policy details that permission will not be granted for development leading to the irreversible loss of Grades 1, 2 or 3a agricultural land unless land is allocated for development and sustainability considerations and the need for development override the need to protect the agricultural value of the land.
Policy NH/4 Biodiversity [CD6-02, page 126]	The policy details that development must aim to maintain, enhance, restore or add value to biodiversity and that opportunities to achieve positive gain should be taken.
Policy NH/5 Sites of Biodiversity or Geological Importance [CD6-02, page 129]	The policy indicates that development likely to have an adverse effect on land within or adjoining a Site of Biodiversity or Geological Importance will not normally be permitted unless the benefits clearly outweigh adverse impacts.
Policy NH/6 Green Infrastructure [CD6-02, page 131]	The policy indicates that proposals causing loss or harm to the Council's Green Infrastructure will not be permitted unless the need for and benefits substantially outweigh any adverse impacts. The policy also encourages the reinforcement and creation of green infrastructure.

<p>Policy NH/7 Ancient Woodlands and Veteran Trees</p> <p>Irreplaceable Habitats [CD6-02, page 133]</p>	<p>The policy details that permission will be refused for development resulting in the loss or deterioration of ancient woodland or veteran trees unless the need for and benefits of development clearly outweigh the loss.</p> <p><i>"Planning permission will be refused for development resulting in the loss or deterioration of ancient woodland (as shown on the Policies Map) or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss.</i></p> <p><i>Development proposals affecting ancient woodland or veteran trees will be expected to mitigate any adverse impacts, and to contribute to the woodlands or veteran tree's management and further enhancement via planning conditions or planning obligations."</i></p> <p>Supporting text to Policy 70 (Protection of priority species and habitats) of the Cambridge City Local Plan 2018 [CD6-01] also states that:</p> <p><i>"The following additional habitats found within Cambridge have also been identified as local priorities for action in the Cambridgeshire and Peterborough Biodiversity Action Plan:</i></p> <ul style="list-style-type: none"> <i>• veteran trees, including pollard willow (particularly along the River Cam)."</i> [CD6-01, page 212].
<p>Policy NH/8 Mitigating the Impact of Development In and Adjoining the Green Belt [CD6-02, page 134]</p>	<p>The policy details that development in the Green Belt must be located so they do not have an adverse effect on its rural character and openness and that development on the edges of settlements surrounded by Green Belt must include high quality landscaping and design measures.</p>
<p>Policy NH/14 Heritage Assets [CD6-02, page 138]</p>	<p>The policy details that proposals will be supported when they sustain and enhance the character and distinctiveness of the historic environment and heritage assets including their setting.</p>
<p>Policy SC/9 Lighting Proposals [CD6-02, page 224]</p>	<p>The policy indicates that external lighting will be permitted where the levels are the minimum required, that light spillage and glare are minimised and that there is no unacceptable adverse impact on the amenity of neighbouring properties or surrounding countryside.</p>
<p>Policy SC/10 Noise Pollution [CD6-02, page 225]</p>	<p>The policy details that noise from transport use does not cause any significant increase in the background noise level at nearby existing noise sensitive premises.</p>
<p>Policy SC/11 Contaminated Land [CD6-02, page 227]</p>	<p>The policy requires schemes to assess the extent of contamination and any risks where development is located on contaminated land.</p>
<p>Policy SC/12 Air Quality [CD6-02, page 228]</p>	<p>The policy details that proposals must not have an unacceptable impact on air quality standards or air quality in an Air Quality Management Area.</p>
<p>Policy TI/2 Planning for Sustainable Travel [CD6-02, page 238]</p>	<p>The policy gives a clear direction that planning consent will only be granted for sites likely to increase travel demand provided that the site has, or will be getting, sustainable transport links.</p>
<p>Policy TI/3: Parking Provision [CD6-02, page 241]</p>	<p>The policy details that car parking provision should be provided in accordance with a design led approach and taking into consideration site location and other transport criteria.</p>

Cambridge City Local Plan (October 2018) [CD6-01]	
Policy 1 - The presumption in favour of sustainable development [CD6-01, page 21]	The policy details that planning applications that accord with the local plan policies will be approved without delay, unless material considerations indicate otherwise.
Policy 4 - Green Belt [CD6-01, page 35]	The policy identifies the Cambridge Green Belt on the policies map.
Policy 5 - Sustainable transport and infrastructure [CD6-01, page 38]	<ul style="list-style-type: none"> • The policy details that proposals must be consistent with and contribute to the implementation of the transport strategies and priorities set out in the Cambridgeshire Local Transport Plan and the TSCSC. • The policy also details that Cambridge City Council will work with partners to support the implementation of transport schemes that will improve linkages across the region to increase the use of sustainable transport modes to get to and from Cambridge. • The policy provides support in principle to the delivery of local and strategic transport schemes, subject to the outcome of up-to-date, detailed assessments and consultation.
Policy 8 - Setting of the City [CD6-01, page 44]	The policy indicates that development on the urban edge of Cambridge will be supported where they respond to and conserve and enhance the setting and special character of the city, promote access to surrounding countryside, safeguard the best and most versatile agricultural land and include landscape improvement proposals.
Policy 14 - Areas of Major Change and Opportunity Areas – general principles [CD6-01, page 64]	The policy indicates that development within the Areas of Major Change will only be permitted when the necessary infrastructure and associated arrangements to support that development have been secured.
Policy 19 - West Cambridge Area of Major Change [CD6-01, page 80]	The policy states that <i>"Development of this area will be permitted in line with the existing planning permissions"</i> .
Policy 28 - Carbon reduction, community energy networks, sustainable design and construction, and water use [CD6-01, page 115]	The policy details that development should incorporate sustainable design and construction.
Policy 31 - Integrated water management and the water cycle [CD6-01, page 128]	The policy details that there shall be no discharge from the site for rainfall depths up to 5mm if any rainfall event and that surface water run-off shall be treated in accordance with SuDS guidelines to minimise the risk of pollution
Policy 32 - Flood Risk [CD6-01, page 132]	The policy indicates that proposals should ensure the peak run-off rate is no greater once constructed compared to the existing site run-off rate allowing for climate change.

Policy 33 - Contaminated land [CD6-01, page 135]	The policy details that where contamination is suspected or known to exist, an assessment should be undertaken to identify existing/former uses in the area that could have resulted in ground contamination
Policy 35 Policy 35 (Protection of human health and quality of life from noise and vibration) and Policy SC/10 (Noise Pollution) [CD6-01, page 138]	<p>The Greater Cambridge Sustainable Design and Construction SPD 2020 (section 3.6. Pollution) is also considered of relevance.</p> <p>It is considered that the Scheme accords with Policy 35 (Protection of human health and quality of life from noise and vibration) of the Cambridge City Local Plan 2018 and Policy SC/10 (Noise Pollution) of the South Cambridgeshire Local Plan 2018 as the Application is accompanied by a full assessment of potential effects in both its construction and operational phases - Technical Report 1 (Acoustics) of the accompanying ES (Document ref: CtoC-11-TR1-00 [CD1-11.01]).</p>
Policy 36 [CD6-01, page 141]	<p>Policy 36 (Air quality, odour and dust) of the Cambridge Local Plan 2018 and Policy SC/12 (Air Quality) of the South Cambridgeshire Local Plan 2018 as well as the Sustainable Design and Construction SPD (2020) are also considered of relevance.</p> <p>Based on the findings of Technical Report 2 (Air Quality) of the accompanying ES (Document ref: CtoC-11-TR02-00 [CD1-11.02]) and proposed mitigation measures in the CoCP (Document ref: CtoC-26-00 [CD1-26]), the Scheme is considered to be in accordance with paragraph 192 of the NPPF and NPPG (Paragraph: 008 Reference ID: 32-008-20191101 Air Quality).</p> <p>Furthermore, the Scheme is consistent with Policy 36 of the Cambridge Local Plan 2018 and Policy SC/12 of the South Cambridgeshire Local Plan 2018 as well as the Sustainable Design and Construction SPD (2020).</p>
Policy 80 Supporting sustainable access to development [CD6-01, page 236]	<p>The policy supports development that prioritises access by walking, cycling and public transport.</p> <p>The policy supports improvement in accessibility and provision of further capacity where existing public transport, pedestrian or cycle movement is difficult or dangerous.</p> <p>The policy supports the safeguarding and funding of proposed routes for public transport and states that the proposed routes are identified in Cambridgeshire County Council's Transport Strategy for Cambridge and South Cambridgeshire (2014).</p>
Cambridge and Peterborough Minerals and Waste Local Plan (July 2021) [CD6-03]	
Policy 5 Mineral Safeguarding Areas [CD6-03, page 36]	<p>The Minerals Planning Authority must be consulted on all development proposals except as in this case criteria (a) development that falls within a settlement boundary is relevant. Criteria (l) requires that there is an overriding need for the development (where prior extraction is not feasible). The 'overriding need' will be judged in the planning balance where any application is assessed, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy. That judgement should consider the cost of, and scope for, developing outside the MSA, or meeting the need for it in some way. By 'not feasible' in (l), this could include viability reasons.</p>
The Emerging Local Plan – Greater Cambridge Local Plan [CD6-04]	
Policy S/JH: New Jobs and Homes	This policy will set out the level of needs in Greater Cambridge that development will meet over the plan period for jobs, homes.

[CD6-04, page 24]	<p>The Emerging Plan commits to the currently designated housing at Cambourne West and Bourn Airfield – as identified by the current South Cambridgeshire Local Plan 2018, which commits 1,200 at Cambourne West and 3,500 at Bourn Airfield. However, the Emerging Plan allocates an additional 1,950 houses at Cambourne.</p> <p>The Emerging Plan allocates significant additional growth at Cambourne on top of the current planned growth at West Cambourne and Bourn, which places further emphasis on the development of the Scheme to support this growth.</p>
Policy S/WC: West Cambridge [CD6-04, page 91]	<p>The Emerging Plan places a strong emphasis on the further development of the 'University Innovation District' at West Cambridge/Eddington. This is Policy 19: West Cambridge Area of Major Change as set out in the Cambridge Local Plan (Site M13). The site is located on the Scheme route.</p> <p>The Scheme is specifically referred to in the Emerging Plan Policy S/WC which states that it should <i>"maximise the opportunity provided by the public transport improvements such as the proposed Greater Cambridge Partnership Cambourne to Cambridge Scheme"</i>.</p>
Policy S/CB: Cambourne [CD6-04, page 99]	<p>The policy states that it provides an opportunity to see how further development at Cambourne (as designated by the Emerging Plan) could make the most of EWR and the Scheme.</p>
Greater Cambridge Local Plan Infrastructure Delivery Plan Interim Report for Greater Cambridge Shared Planning (September 2021) [CD6-06]	
Appendix A of the interim Infrastructure Delivery Plan (IDP) for the Emerging Plan [CD6-06, page 25]	<p>Identifies the Scheme as essential mitigation for predicted future car trips from Cambourne to Cambridge that would result from development allocated in the Emerging Plan. The interim IDP supports the Scheme and the benefits of congestion relief and improved journey times along the Cambourne to Cambridge Road network.</p>
The Bourn Airfield New Village: A Spatial Framework and Infrastructure Delivery Plan Supplementary Planning Document (October 2019) [CD7-25]	
SPD [CD7-15, page 2]	<p>The new village at Bourn Airfield should incorporate a HQPT route as a segregated system. The SPD explains that this HQPT will allow residents to travel to Cambridge more reliably and quickly than driving.</p> <p><i>"The delivery of the Cambourne to Cambridge High Quality Public Transport route will provide two stops to the new village."</i></p>
Figure 22 [CD7-15, page 31]	<p>SPD illustrates the infrastructure required in order to support the delivery of and mitigate the impacts of the new village, achieve the vision and development objectives and meet relevant existing and future needs.</p>
Greater Cambridge Biodiversity SPD – (February 2022); [CD7-12]	
SPD [CD7-12, page 46]	<p><i>"Achieving a Net Gain of 10% would be consistent with levels in the Environment Act 2021 by Winter 2023, after a two year interim period".</i></p> <p><i>"The vision seeks a 20% level of Biodiversity Net Gain above pre-development baseline conditions. Whilst this Supplementary Planning Document does not set this as a figure or target, this aspiration may have further support with future amendments to the Environment Act 2021."</i></p>

Cambridgeshire Flood and Water SPD - adopted November 2018 [CD7-14]	
SPD Aim [CD7-14, page 10]	<i>"Provide guidance on the approach that should be taken to manage flood risk and the water environment as part of new development proposals."</i>
Sustainable Design and Construction SPD (prepared jointly with Cambridge City Council) - adopted January 2020 [CD7-16]	
The Sustainable Design and Construction SPD [CD7-16]	<p><i>"This supplementary planning document sets out the standards required to meet the visions, objectives and policies of the Cambridge and South Cambridgeshire Local Plans as sustainably as possible." [CD7-16, page 9].</i></p> <p><i>"The SPD sets out the guidance to assist applicants in producing their Sustainability Statement alongside other documents required to support planning applications." [CD7-16, page 10].</i></p>
District Design Guide SPD – South Cambridgeshire District Council [CD7-13]	
The District Design Guide [CD7-13, page 10]	<p>High Quality and Sustainable Development in South Cambridgeshire was adopted in March 2010 and sets out with the purpose of ensuring the delivery of sensitively and appropriately designed, sustainable developments. Its specific objectives are to:</p> <ul style="list-style-type: none"> • Assist applicants in the achievement of an attractive, sustainable, well-designed, high-quality environment that integrates housing, employment and community uses, together with infrastructure and green areas in conjunction with the surrounding landscape; • Assist applicants' understanding of the local context, help identify features of importance, and ensure that proposals are appropriately designed to be compatible with their surroundings; and • Assist applicants gain planning permission quickly by informing them what information is required to accompany planning applications to justify their proposals and demonstrate what impact they would have.
Cambridgeshire and Peterborough Independent Economic Review (CPIER) September 2018 [CD7-05]	
Section 1 [CD7-05, page 21]	Section 1 of the review provides an overview of the CPCA area with.
Section 2 [CD7-05, page 33]	Section 2 outlining the Review's findings on the future of the area. The review then sets out a number of key recommendations, one of which being: <i>"A package of transport and other infrastructure projects to alleviate the growing pains of Greater Cambridge should be considered the single most important infrastructure priority facing the CPCA in the short to medium term. These should include the use of better digital technology to enable more efficient use of current transport resources."</i>
Cambourne to Cambridge Better Public Transport Project - Independent Audit of Key Assumptions and Constraints 2021 [CD8-27]	
Independent Audit [CD8-27, page 5]	<p><i>"The conclusion of this audit is that there is no reason why the Executive Board of the GCP should not proceed to the next stage in the development of the Proposed Scheme."</i></p> <p><i>The audit has concluded that the scheme is in alignment with national, regional and local policies on the economy and transport. Stakeholder engagement has been carried out in a robust manner and the business case development followed the HMT Treasury Green Book and the Department for Transport's TAG methodology. The appraisal has been carried out in a robust manner and the economic analysis and financial case remain valid</i></p>

	<p><i>The environmental impact of the scheme is mixed and the validity of some of the assumptions will need to be investigated further as part of an Environmental Impact Assessment which would form part of the next stages.</i></p> <p><i>A number of alternative route options have been put forward and have been examined in this audit. It is important to stress, however, that the business case must balance local concerns with the wider strategic goals. The GCP has followed the national guidance on appraisals such as this.</i></p> <p><i>"Overall, the audit has confirmed that the key constraints and assumptions on which the C2C business case is based remains valid. There have, however, been some significant changes in the wider context, including the impact of Covid-19, the increasing importance of climate change, the government's new bus policy, East-West Rail and the CAM scheme. These factors will have to be taken into account in the next stages of developing the Proposed Scheme.</i></p> <p><i>It has been argued that progress with the Scheme should be delayed, to consider the CAM and East-West Rail projects. This audit has concluded that the case for delay is not strong and has been significantly weakened as a result of the increasing uncertainty about CAM in the light of statements by the incoming Mayor."</i></p>
Inspectors Report on the Examination of the South Cambridgeshire Local Plan (August 2018) [CD6-12]	
Paragraph 84 [CD6-12, page 20]	The Inspector identified that a Cambourne to Cambridge Better Bus Journeys project was being developed at the time of the South Cambridgeshire Local Plan in 2018; this was a precursor to the Proposed Scheme. The Inspector noted that the Better Bus Journeys project is likely to be completed during the plan period.
Paragraph 85 [CD6-12, page 20]	Indicate that if the necessary infrastructure for Bourn Airfield (i.e. bus infrastructure) can be put in place at an earlier date then phasing would not be required in the Bourn Airfield policy SS/6 (as it was known prior to the full adoption of the South Cambridgeshire Local Plan post main modifications).
Paragraph 83 [CD6-12, page 19]	<p><i>"The Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) recognises that the A428/A1303 corridor is subject to congestion and proposes a high quality public transport route to serve the Bourn Airfield and Cambourne West proposals. Policy SS/6 recognises the need for on and off-site infrastructure provision to mitigate the impact of the development on the highway network. The infrastructure Delivery Study 2015 (RD/MC/080) and the Local Plans Viability Update (RD/MC/090) consider infrastructure needs for this site and, taking into account viability, conclude that there will be sufficient developer funding available to deliver on site infrastructure requirements and to make a contribution to off-site infrastructure. It is also envisaged that the Greater Cambridge City Deal which has secured £100 million as the first five year tranche of funding with two further five year tranches of up to £200 million, will contribute to delivering sustainable transport infrastructure including the improvements to bus services in the A428 corridor."</i></p>
Cambridgeshire Local Transport Plan 2011-2031 Long Term Transport Strategy (July 2015) [CD6-10]	
Section B [CD6-10, page 177]	The long term transport strategy identifies a range of specific bus improvements through West Cambridge. This includes a mix of bus priority and offline bus priority measures along the West Cambridge Corridor between Queens Road Cambridge and Cambourne serving Bourn Airfield and also a Park and Ride or rural interchange on the A428.

Transport Strategy for Cambridge and South Cambridgeshire (March 2014) (TSCSC) [CD7-07]	
Policy TSCSC 21: Planning obligations for Bourn Airfield and West Cambourne [CD7-07, page 13]	This policy in the strategy links development of housing with the need for improvements to transport infrastructure to mitigate impacts and specifically states that a busway between west Cambourne and the junction of the A1303/A428 is expected on page 5-25.
Other Strategies	
	<ul style="list-style-type: none"> • The Case for Cambridge (March 2024) [CD7-01] • Addressing water scarcity in Greater Cambridge: update on government measures (March 2024) [CD7-26] • Gear Change: a bold vision for cycling and walking (July 2020) [CD8-16] • Ten Point Plan for a Green Industrial Revolution (November 2020) [CD8-29] • National Infrastructure Strategy (November 2020) [CD8-11] • Build Back Better: our plan for growth (March 2021) [CD8-12] • Bus Back Better: national bus strategy for England (March 2021) [CD8-13] • Decarbonising Transport A Better, Greener Britain (July 2021) [CD8-15]