

THE CAMBOURNE TO CAMBRIDGE ORDER

NOTE ON ASH CROFT VETERINARY PRACTICE, REMOVAL OF NATIONAL HIGHWAYS PLOTS, WORK NO.1 AND IMPLICATIONS FOR THE ORDER AND APPLICATION DOCUMENTS

1. ASH CROFT VETERINARY PRACTICE

- 1.1 Ash Croft Veterinary Practice (the **Practice**) objected to the Scheme [CD2-OBJ-01] on 15 November 2024. Since that date Cambridgeshire County Council (**CCC**) have been in correspondence with the Practice in order to reach agreement and a hopeful subsequent withdrawal of their objection to the Scheme.
 - 1.2 On Monday 20 October 2025, CCC wrote to the Practice offering a solution to the issues raised by them [CD29-69]. On Tuesday 21 October 2025 the Practice appeared at the Public Inquiry, speaking notes have been provided [CD29-39]. At the Public Inquiry it was acknowledged that if CCC could realign the Cycle Track and retain and re-purpose the existing layby as a loading bay as well as maintain some parking during construction the Practice would be in a position to withdraw their objection to the Scheme in full.
 - 1.3 If the proposed agreement is entered into by CCC, then subject to the Practice withdrawing their objection and the Order being made and implemented without challenge, CCC must comply with certain obligations including the following:
 - 1.3.1 Subject to obtaining any necessary consents (e.g. TROs and safety audits), accommodating a loading bay on St Neots Road into the Scheme's detailed design;
 - 1.3.2 Providing notice of construction works on St Neot's Road and maintaining vehicular access to the Practice at all times as far as reasonably practicable, and at all times for pedestrians and cyclists); and
 - 1.3.3 Making up to two alternative temporary parking spaces available to employees of the Practice during the period of construction works taking place on St Neot's Road until the park and ride facility is open to the public.
 - 1.4 Article 41 and Schedule 10 of the draft order makes provision for restrictions on waiting.
 - 1.4.1 Part 10 of Schedule 10 includes a restriction on waiting on the south side of St Neots Road, Hardwick (Between point TR06.02 and TR09.04). That waiting restriction would apply to that part of St Neots Road which lies to the north of premises occupied by the Ash Croft Veterinary Practice at 169, St Neots Road).
 - 1.4.2 Article 41(7) provides "(7) Paragraphs (1) to (7) have effect as if made by order under the 1984 Act, and their application may be varied or revoked by an order made under that Act or any other enactment which provides for the variation or revocation of such orders."
 - 1.4.3 The effect of Article 41(7) is to allow the application of waiting restrictions to be varied by making an order under the Road Traffic Regulation Act 1984.
 - 1.5 Should CCC enter into the agreement, it is not considered necessary to amend the Order to re-purpose the existing layby. Instead, this can be dealt with outside of the TWAO application by making a further Traffic Regulation Order to revise the no waiting restriction in this location which is included in the Order.
- #### 2. NATIONAL HIGHWAYS – PLOTS NO LONGER REQUIRED
- 2.1 As noted when Mr James Franklin gave evidence to the Public Inquiry on Wednesday 12 November 2025 there are two individual plots that CCC no longer require in order to proceed with

the Scheme. These are plots 9-095 and 9-096 and can be seen on Sheets 9 and 10 of the Works and Lands Plans (Order) [CD1-12.01].

- 2.2 In order to give effect to this change, the following amendments are proposed to the application documents:
- 2.2.1 The relevant plots will be shown coloured grey on the Works and Lands Plans [CD1-12.01] which will be identified in the key as plots which are not required;
 - 2.2.2 References to the relevant plots will be removed from the Book of Reference [CD1-13.01];
 - 2.2.3 References to the relevant plots will be removed from the Order [CD1-02d];
 - 2.2.4 The Proposed Site Plans [CD1-16.04] for the deemed planning will be amended to show that the woodland planting will not extend onto these plots, and that no development or ecological mitigation is required on these plots; and
 - 2.2.5 The Rights of Way, Traffic Regulation & Highways Plans [CD1-12.05], and the Construction Compounds and Site Access [CD1-16.07] deemed planning drawings will be amended to show no encroachment of structures into these plots.
- 2.3 The Order Limits will not be changed.

3. WORK NO. 1

- 3.1 Work No. 1 of the Order [CD1-02d] is described in Schedule 1 as follows:

"Work No.1 – A two-way busway (414 metres in length), together with an adjoining access track, commencing at Sterling Way, Cambourne, running east through Cambourne, before terminating at the crossing of Broadway, Cambourne. The work includes the improvement of the highway of Broadway."

- 3.2 By virtue of Schedule 4, Part 1, paragraph C.1. of a section 106 Agreement dated 29 December 2017 [CD4-08, pdf page 80], works to complete a busway in this location must be undertaken by the landowner before first occupation of the associated residential development. Following completion of the works, there is an obligation on the landowner to transfer the relevant land to the Applicant.
- 3.3 Tree clearance works have been undertaken in respect of the works, but this section of the busway has not been constructed to date. In the event that the landowner does not undertake the busway works in this location, the Applicant could do so under the Order if made. It is necessary to retain Work No. 1 in the Order for this reason. Powers of compulsory acquisition do not apply to the relevant land under the Order because of the obligation to transfer it to the Applicant in the section 106 Agreement [CD4-08]. The Applicant is confident that it can acquire the relevant land without the exercise of compulsory powers of acquisition.
- 3.4 If the landowner undertakes the construction works for the busway it may be operated as part of the wider guided busway network authorised under the Order. Article 37 provides the 'Power to operate and use the guided busway system' in respect of the 'authorised guided busway' which is defined as "any guided busway authorised by this Order as part of a scheduled work". In this scenario, bus services would be operated and Work No. 1 maintained with the statutory authority of the Order. Including Work No. 1 in the Order enables it to benefit from the related powers contained in the Order. For example, the ability to rely on the defence to proceedings in respect of statutory nuisance at Article 52 of the Order, which would apply to the services operating as part of Work No. 1 as well as the remainder of the busway. Alternatively, if Work No. 1 was constructed by the landowner, this part of the busway could be adopted as highway and operated and maintained as such without reliance on the Order.

4. OTHER CHANGES TO APPLICATION DOCUMENTS

- 4.1 In addition, the Explanatory Memorandum [**CD1-03**] is being updated in line with the updates to Article 5, removal of Article 39 and Article 55 ahead of the close of the Public Inquiry and an updated version will be submitted prior to the close of the inquiry.