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Subject: Objections Cambourne to Cambridge Busway proposal by Greater Cambridge Partnership
Date: 08 January 2025 21:37:10

Heidi Alexander MP
Secretary of State for Transport
c/o Transport Infrastructure Planning Unit, Department for Transport,
Great Minster House,
33 Horseferry Road,
London,
SW1P 4DR

Dear Rt. Hon, Heidi Alexander MP

Objections raised for Cambourne to Cambridge Busway proposal by Greater Cambridge Partnership

Trust this finds you and yours well.

Please can you tender consider the below as objections in planning and transport to the Greater Cambridge Partnership (GCP) proposed Camborne to Cambridge Busway.

US War Cemetery Madingly Cambridge

American Cemetery with the remains of 3,811 US war dead lie at the cemetery at Madingley, near Cambridge have previously 02-07-2021 as reported by BBC news in part.

US military cemetery having warned the proposed bus way would "irreparably damage" the landscape.

From which there is no recovery in environment justification. A recurring theme as placed before Department of Transport below, even more valid today.

These statement's are valid objection relevance both in the process of construction and there after in absolute desecration "compromising the setting" with irreparable consequence unto the due respect valour of those fallen.

Supt Matthew Brown, from the cemetery, previously stated that the cemetery site was chosen "specifically because of its natural beauty and unparalleled viewshed... no other terrain in East Anglia would do."

This is an irrefutable historical context which cannot be resolved given present proposal impacting route.

"We are concerned that GCP's proposal to build a tarmac bus route across the south side of the hill would irreparably damage this unique and precious landscape, compromising the setting of the American Military Cemetery, severing historic community access routes, and paving the way for further urban encroachment in its vicinity."

The remains of 3,811 US war dead lie at the cemetery, most of whom died in the Battle of the Atlantic or in the air bombardment of north-west Europe.

Having been all painstakingly in respect of the war dead and remembrance, lain to rest in the peace and tranquility of the Cambridgeshire Countryside.

Other additional very elemental crucial aspects are that as alluded to by Supt Matthew Brown, from the cemetery;

Severance historical community access routes destruction of established links.

Encouraging facilitating greater urban encroachment with major environmental impact detrimental to existing

urban settings.

Where the environment impacts fail to be considered and given full comprehension in passage of time before construction during construction and post construction.

The proposed busway would run south of the A428 through Madingley, where the cemetery is. A park and ride site was being proposed for Scotland Farm at Dry Drayton.

Alternative routes are plausible and viable in route beyond environmental impacts of the US war cemetery.

Alternative routes have been ignored by commercial interest over and above by driving through against obstacles of paramount environmental multiple impacts.

With all due respect the environmental impact study fails and should be reconsidered reworked with full due regard in due diligence.

The placement of a vast swathe of concrete into a serene peaceful diverse green environment with the attendant pollution of construction noise construction traffic construction fumes.

With disrespect to construction supply chain impacting local environmental aspects and further afield often crucially neglected in further afield impacts.

Whilst lip service is paid to an alleged in depth environmental studies the reality transpires with irretrievable consequences.

The basics of engineering work's involve a vast foot print way beyond the limits of the proposed route which goes well beyond that in consideration of the above includes archeological aspects.

It is a sad fact that in the majority of engineering work's the pressing fiscal needs of inevitable increases in costs previously estimated prior to 2021 will dramatically increase.

As a direct result the landscape is last in consideration in majority building sites despite the planning contracting assurances the environmental scar's will remain well beyond those intimated.

St. Peter's Church Cotton and other Churches in Ely proximity to Madingly and Cotton Orchard Diocese of Ely

The proposed new Busway creates a barrier to visiting people who wish to herald prayer in consecrated ground of St. Peter's Church Cotton.

In seeking solice and sanctuary as exists for all visitors to the war cemetery with the wonderful open doors policy St. Peter's " Church is open every day for private prayer or quiet contemplation"

Accessibility in St. Peter's Church Cotton extracted from church website;

- *We are committed to making this site accessible to all and have included a number of features to assist with accessibility. We aim to meet the technical standards set out by the World Wide Web Consortium in their Web Content Accessibility Guidelines (WCAG) 2.0. to make this site accessible and to comply with the statutory obligations of the Equality Act 2010.*

Thus urban context severance will be experienced unessessarily due to proposals without due respect regard for war memorial visitors.

These potentially involve not only car journeys but also coaches with international passengers on visits of respect and remembrance.

Generally the proposals throughout the length of the proposed route will impact every parish, including the children of the entire area present and future.

It is with those whom have no words in age. Along with those in young years whom are concerned about the world and greater environment that they are inheriting.

Beginning to stand up for their world in love and bewilderment, that I call those conversant with Church of England policy you to enact greater vision values on sustainability and environment, in augmentation through

the House of Lords to add weight of reason to objectively refuse to grant consent to proposal by Greater Cambridge Partnership (GCP).

Cotton Orchard Cambridge

As contained in this observation of objections to the Cambridge Busway.

The notion of recovery to Cotton Orchard is beyond comprehension and nonsensical to lose 500 fruit trees for the damage also is to existing below ground in the molecular fungal structure the pathways of nature.

The notion of recovery through replanting will never happen realistically with severance of a wonderful lung of great diversity where losses whilst growing with logistics complications to harvest there after are unthinkable impractical and an insult to intelligence.

In reference and respect please view the attached link with the facts about the beauty to be beholden.

<https://www.cotonbuswayaction.com/coton-orchard.html>

Noteworthy 100 year old orchard Bramley with the wonderful grand title of Champion Tree status follows 2023 visit by the Wood Land Trust. Akin dare I say unto a BEM or MBE of the plant kingdom.

100 years of 60 acres only remaining largest traditional orchard in Cambridge and 8th country wide.

Crucially an environmental jewel uniquely untouched by the ravages of chemical pollution in pesticides a holistic wholesome environment.

This unique stand alone Cotton Orchard is a "Primary Habit" as described in "UK Biodiversity Action Plan Priority Habitat Description" DEFRA publications;

<http://jncc.defra.gov.uk/page-5706>

For more information about the UK Biodiversity Action Plan (UK BAP) visit

<http://www.jncc.defra.gov.uk/page-5155>

The Cotton Orchard Busway Group (COBG) campaign saying a 30 meter strip being delivered by CGP.

However as presented below observation of petition; in reality, through the aggressive hunger of construction in the landscape, will, in all probability, result in a 60 meter gash.

The most prominent statement to be considered in COBG web posting is "*Cambridge is the most nature-depleted county in the UK*" A very sad statement and one that in future collectively could be addressed with positive outcomes.

Their Biodiversity interim list consists of "14 red-listed and 14 amber-listed species" where "8 are in the local Biodiversity Action Plan; Lesser Spotted Woodpecker, Woodstock, Spotted Fly Catcher, Grey Wagtail, Turtle Dove and Nightingale to name the few.

Please defer to their full list for details. Where you will find various animals roe deer and rodents recorded by the group.

To my mind the most important if one can gauge above the natural bounty of the wonderful orchard is the presence of bats; Serotine, Barbastelle, Nathusius, Pipistrelle and Leisler's, which in theory should stop construction due to status.

Moths are incredible abundance with well over 100 species quite the most important wonderful living environment to experience.

Existing Cambridge Busway

This is the longest Busway in the world according to wikipedia.

All references alluding unto the environmental impact study must be removed for this imposed Busway on it's present course.

This is due to the existing Cambridge Busway having been built along an existing disused railway line.

The past railway line had at its core a bedrock of Victorian construction in simplicity of construction and environmental infrastructure impacts.

The northern section, which uses the course of the former Cambridge and Huntingdon railway, runs through the former stations of Oakington, Long Stanton and Histon with the diversity of urban typography in existence without expansion.

The southern section, which uses part of the former Varsity Line to Oxford, links Cambridge railway station likewise with the diversity of urban typography in existence without expansion.

The interlinking feeding infrastructure was in place due to fact of Victorian inheritance of roads topographical buildings parking areas shops with attendant traffic flows foot fall all in unison and without disturbing localities about the route.

The proposed Busway creates major disruption of established urban linkage with severance in addition to traffic build up in villages previously unaffected not only due to construction but as a direct result should proposals be granted.

Cambridge County Council – 22nd October 2024 Item 5 – Petitions

Influence and with respect to "Cambridge Past Present and Future" altered added there to. Sailant points here in my objection focusing upon only a proposal of 5 miles but in relevance to the whole.

The 14m planned width is only that planned to be built in delivery. Where in construction the width will be at least 3 times 42m, in all probability a minimum of 4 times 56m wide swathe to allow construction two way travel and with materials required locally about.

So potentially and with due regard to HSE working with construction vehicles working rules in conjunction with liner protected pedestrian construction access it may require a wider tract of strip land at 70m over the whole proposed length through out.

This will have catastrophic irretrievable environmental impact upon the lower slopes of the Gog Magog Hills, one of the most important landscapes in the Cambridge area which is to be respected and reverend.

The resulting earth scar will never be repaired through the wonder's of mother nature for many generations to come Sadly and realistically aided predictably, by the need to instigate cost savings in delivery of what will be crippling spiraling cost.

- *Unfortunately as an aside, it is a sad fact of construction accounting.*
- *That as soon as a contract is signed then the successful contracts department and or conglomerate will instantly commit to making claims for increasing costs.*
- *Perhaps a generalisation, but when have costs been levelled other than through design process management where personally they are a known rarity in delivery.*

Passage over the River Granta not once but twice will inflict twice as much damage to the wildlife of Water Voles. Already under threat with poor water quality let alone heavy hands of construction.

Impacting on water quality down stream with two constructed road bridges leaving in their wake construction waste. These will be abhorant structural edifices full in functionality without a hint of aesthetics warranted by countryside.

Oversized over sailing not only the River Granta twice, but, additionally interference of Hobson's Brook with a third bridge if one can call it such.

Hobson's Brook ancient chalk stream close to Ninewells Nature Reserve. Is part of a delicate ecosystem system under threat all over the country. Where the environmental impact of construction as alluded above

will wreak havoc.

Cambridge Past Present and Future have a practical feasible solution to be considered for implementation rather than, waste much needed public funding, for those in need not greed. Without "carving up the green belt creating parcels of land for future development" with vested interest.

Should Secretary of State for Transport and or other interested parties, have comments and observations please do not hesitate to contact me via email in the first instance.

Yours Sincerely

Peter Godfrey Deere
BA ARCH Hon's PoWIA Dip Arch Building Arts Comm

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