



**GREATER
CAMBRIDGE
PARTNERSHIP**

Growing and sharing prosperity

Delivering our City Deal

Cambridge South East Transport Scheme Phase 2

Project Update

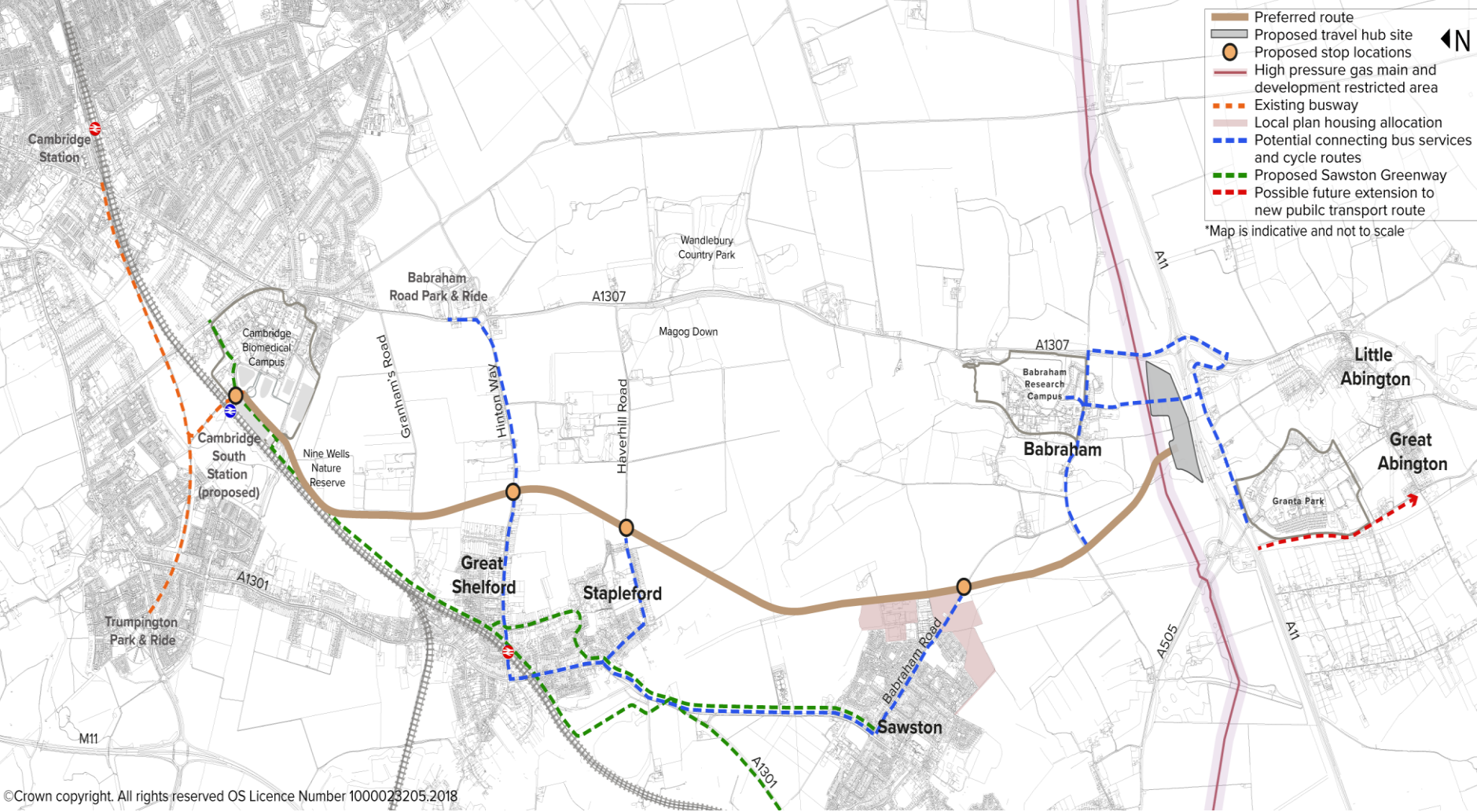


Project Progress

2020 Outline Business Case and Preferred Route Option (Brown Route)
EIA Consultation

2021 Executive Board approval to proceed to TWAO
Preparation for TWAO Application

Preferred Route



EIA Update

The Environmental Statement (ES) reports on the outcome of the EIA for the Scheme and is due to be finalised by the end of November for issue to DfT as part of the TWAO application.

The EIA covers all issues raised in the Scoping Opinion provided by DfT for the EIA, this includes requirements of local authorities, Environment Agency and Natural England.

The ES has 12 technical chapters covering:

- Air quality
- Climate change and carbon
- Historic Environment
- Land use and land take
- Traffic and transport
- Water resources & flood risk assessment
- Biodiversity
- Community and Human Health
- Landscape and visual
- Noise and vibration
- Resources and waste
- Cumulative impact assessment

EIA Surveys

The EIA has been backed up with surveys for a range of matters including:

- Ecology such as:

Habitats

Bats

Badgers

Breeding birds

Great crested newts

Kingfisher

Barn owl

Otters

Water voles

Reptiles

- Land quality sampling and testing
- Agricultural land character sampling (soil sampling)
- Air quality monitoring
- Geophysical surveys and walk overs for archaeology
- Trial trenching for buried archaeology

In addition modelling of the flood risk associated with the River Granta has been completed.

Environmental control during construction

The ES sets out how all works during construction will have to comply with the requirements in the:

- Code of Construction Plan (CoCP)
- Construction Environmental Management Plan (CEMP)
- Spoil Management Strategy
- Construction Lighting Plan

These documents set out limits on (amongst other things):

- Hours of working
- Types of plant used on site to reduce noise and air quality impacts
- Access routes used by HGV deliveries to site

These documents will be updated during detailed design once the Scheme is approved for construction.

The documents will have to be approved by the relevant local authority prior to construction commencing on site.

Environmental Mitigation

A range of mitigations have been included in the Scheme including:

- Design features to replace lost flood storage and reduce effects on flood plains
- Lighting design to minimise impacts of stops to neighbours, ensuring sufficient lighting for safety of users
- Landscape design to soften the impact of the Scheme and to tie this into the surround landscape character
- New habitats to mitigate impact on protected species
- Noise barriers (in the form of fencing and low bunds) to reduce noise intrusion to neighbours
- Carbon reduction measures including solar panels at Travel Hub and solar stud lighting of Active Travel Path
- Buses to be used on the Scheme will be hybrid or fully electric, with the aspiration for fully electric operation from opening. Any hybrid vehicles will use only electric power when operating within the City limits to remove impact on air quality in Cambridge City
- Provision of additional or improved active travel connections from the Travel Hub to Granta Park and Babraham Research Campus
- Revised drainage design to enable recreation of water meadow setting near Babraham
- Inclusion of bunding to reduce visual impact on residents in Great Shelford

Biodiversity Net Gain

The Scheme delivers substantial biodiversity net gain (BNG), well above the 20% target set by GCP for its projects.

- Net gains of 78% habitat units and 62% hedgerow units

BNG will be ensured through long term management by the County Council.

The Landscape and Environmental Management Plan (LEMP) prepared as part of the ES sets out the planting to deliver the BNG as well as the maintenance regime to be implanted over a 30 year time frame.

Residual Environmental Effects

There are a number of residual effects of the Scheme on the environment which are considered significant.

During **construction** the significant **adverse effects** include:

- Impacts on buried archaeology within the Scheme footprint
- Large impact on River Granta Landscape Character Area
- Impacts (large/moderate) on visual receptors from 11 viewpoints along the Scheme
- Impacts on access to workplaces on the Cambridge Biomedical Campus
- Impacts on users of some Public Rights of Way, roads and permissive paths
- Impacts on agricultural operations near the Travel Hub site at Babraham

During **operation** the significant **adverse effects** include:

- Moderate impact on River Granta Landscape Character Area
- Impacts (moderate) on visual receptors from 7 viewpoints even after landscape planting has matured
- Delays for drivers on Addenbrooke's Road approaching the CBC at the roundabout between Addenbrooke's Road, Francis Crick Avenue and Dame Mary Archer Way
- Loss of agricultural land of high quality

During **operation** there will be **significant beneficial** effects on

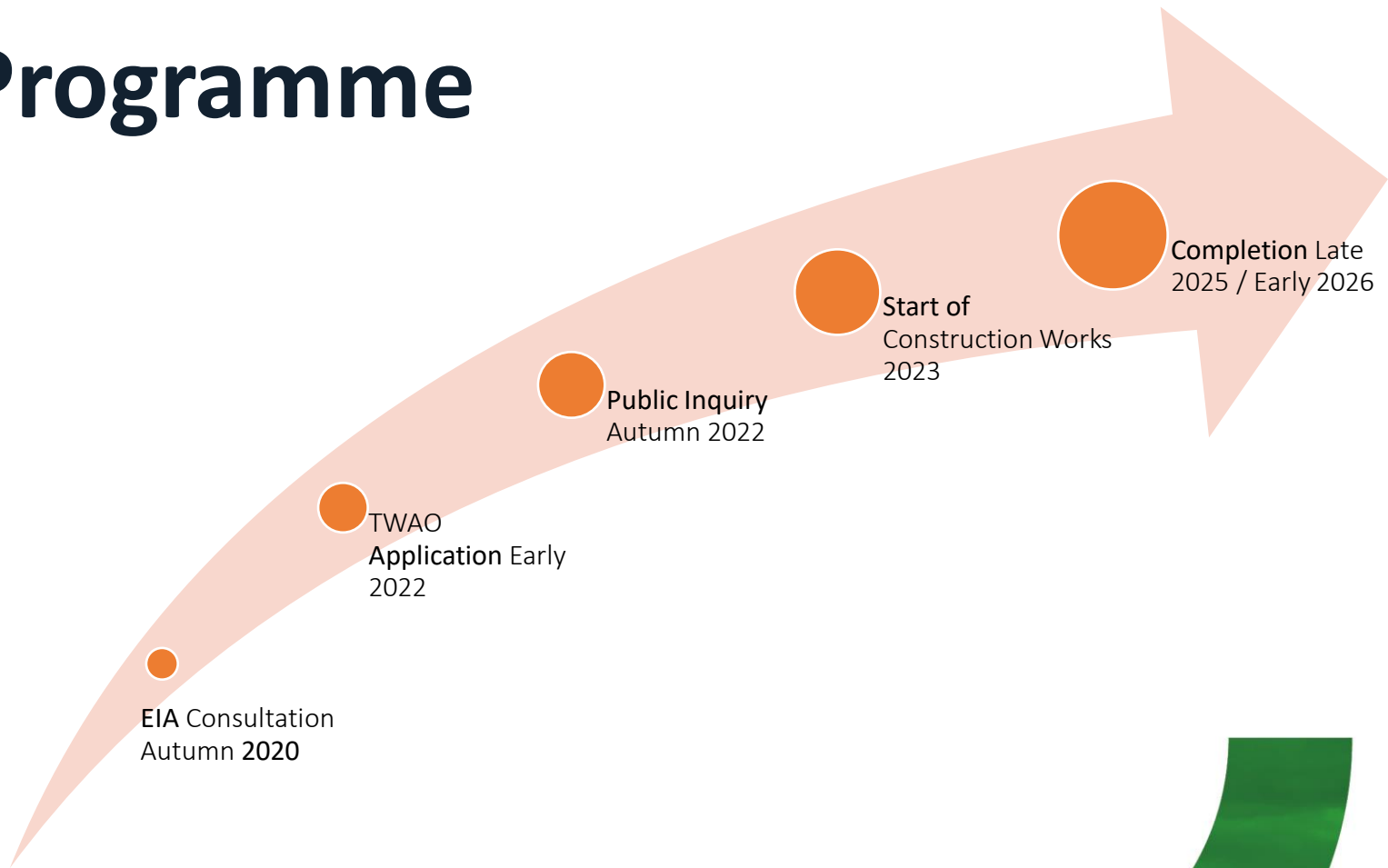
- Walkers, cyclists and equestrians who have access to the new Active Travel Path and connections to the wider active travel network
- Biodiversity Net Gain

EIA/Transport Works Act Order (TWAO) Process

Activity	Dates
EIA Consultations	October - December 2020
Final design to support TWAO application	5 th March 2021
Joint Assembly Meeting	3 rd June 2021
GCP Exe. Board approval to submit TWAO application	1 st July 2021
TWAO preparation	August – December 2021
Full Council (CCC)	December 2021
TWAO application submitted	January 2022



Programme



Questions?