# TRANSPORT AND WORKS ACT 1992

## Transport and Works (Inquiries Procedure) Rules 2004

## Inquiry into:

## The Cambridge South East Transport Order

# STATEMENT OF CASE FOR THE APPLICANT

| | |
|---|---|
| **Document Reference** | CD3-01 |
| **Applicant** | Cambridgeshire County Council |
| **Date** | 18 September 2025 |

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**Clause** **Page**

## GLOSSARY

The glossary is in alphabetical order by defined term.

| Defined Term | Meaning |
|---|---|
| 1992 Order | Transport and Works (Guided Transport Modes) Order 1992 [**CD4-15**] |
| 2006 Rules | Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 [**CD4-18**] |
| AAP | Area Action Plan |
| AEP | Annual exceedance probability |
| Air Quality Objectives | Legal standard for background air quality |
| AMAT | Active Mode Appraisal Toolkit; a spreadsheet-based tool published by the DfT for assessing the overall benefits and costs of proposed walking and cycling interventions of capital investments and behaviour change programmes |
| 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 site shown on the Order's Works and Land Plans as the limit of land to be acquired or used for the Scheme |
| BCR | Benefit Cost Ratio: An indicator of the overall value for money of a project or proposal |
| BMV | Best and Most Versatile |
| BNG | Biodiversity Net Gain |
| BWB | Better Ways for Busways |
| CAM | Cambridge Autonomous Metro; CAM was a proposed metro style system for Greater Cambridge which was abandoned in 2021 |
| CAVForth Pilot | A pilot scheme based in eastern Scotland to develop passenger-carrying autonomous bus services in the United Kingdom |
| CBC | Cambridge Biomedical Campus, also known as Medipark. A leading hub for biomedical research, healthcare, and education in Cambridge, featuring top institutions like Cambridge University Hospitals and AstraZeneca |
| CBCL | Cambridge Biomedical Campus Ltd |
| CBC Vision 2050 | Cambridge Biomedical Campus Vision 2050: Creating a life sciences quarter for Cambridge, July 2024 [**CD1-25.03**] |
| CCC | Cambridgeshire County Council |

| Defined Term | Meaning |
|---|---|
| CEMP | Construction Environmental Management Plan [**CD1-10.08**] |
| City Council | Cambridge City Council |
| City Deal | Greater Cambridge City Deal [**CD9-02**] |
| CLP 2018 | Cambridge Local Plan 2018 [**CD8-01**] |
| CML | Cambridge Medipark Limited |
| CoCP | Code of Construction Practice [**CD1-10.07**] |
| Contractor | A person, company, or organisation engaged under contract to carry out specific works or services related to the construction of CSET2 |
| County Archaeologist | Manages local archaeological heritage, advising on planning, maintaining the Historic Environment Record, assessing development impacts, and overseeing fieldwork to protect sites |
| CPCA | Cambridgeshire and Peterborough Combined Authority |
| CPO Guidance | Relating to the "Guidance on the Compulsory Purchase Process"; introduced on 3 October 2024 by the MHCLG and as updated thereafter (last updated 31 January 2025) [**CD11-18**] |
| CPPF | Cambridge Past Present and Future |
| CPRE | The Cambridgeshire and Peterborough branch of the Campaign to Protect Rural England |
| CSET1 | Cambridge South East Transport Phase 1 |
| CSET2 | Cambridge South East Transport Phase 2 |
| CSRM2 | Cambridge Sub-Regional Model 2 [**CD12-07**]. CSRM and CSRM1 to be construed accordingly |
| CTMP | Construction Traffic Management Plan |
| DfT | Department for Transport |
| DLUHC | See MHCLG |
| DMAW | Dame Mary Archer Way |
| DNA Cycle Path | Public cycle path between Addenbrooke's Hospital - Great Shelford |
| dpa | Dwellings per annum |
| EIA | Environmental Impact Assessment; a formal, structured process of evaluating the likely environmental impacts of a proposed scheme, considering inter-related socio-economic, cultural and human-health impacts, both beneficial and adverse |

| Defined Term | Meaning |
|---|---|
| Emergency and Maintenance Access Track | A path next to a guided busway for maintenance access, emergency refuge, and public use by walkers, cyclists, and horse riders, separated by a verge, with no user segregation. Such tracks are sometimes referred to as "service tracks" |
| EqIA | Equality Impact Assessment |
| ES | Environmental Statement [**CD1-10**] |
| ES Main Report | ES main report [**CD1-10.02**] |
| EWR | East West Rail |
| Executive Board | GCP Executive Board |
| FCA | Francis Crick Avenue |
| FCA Early Works | Works to be undertaken on Francis Crick Avenue which are included within the Scheme but may be undertaken as part of a free-standing early works project. This early works project has progressed to detailed design under Permitted Development rights and is in the process of being delivered. This project has progressed to detailed design under Permitted Development rights and is in the process of being delivered |
| Flood Zone | An area classified by flood risk from rivers or the sea, as defined by the Environment Agency |
| GCELP | Greater Cambridge Emerging Local Plan [**CD8-05**] |
| GCP | Greater Cambridge Partnership |
| GCSP | Greater Cambridge Shared Planning |
| GDP | Gross Domestic Product; a measure of the total value of goods produced and services provided in an area |
| GHG | Greenhouse Gas |
| Greater Cambridge | Cambridge City and South Cambridgeshire |
| Green Belt | Established under the Town and Country Planning Act 1947, Green Belts aim to maintain open spaces, safeguard agricultural land, and promote sustainable urban growth |
| Grey Belt | Land within or near the Green Belt that is previously developed or underused |
| Guided Busway | A description of the CSET2 project itself which is a dedicated track system that guides buses using physical or electronic mechanisms, improving efficiency, safety, and reducing congestion while maintaining bus flexibility |
| GTC | GTC Infrastructure Limited |
| GVA | Gross Value Added; a measure of the economic productivity of an area |

| Defined Term | Meaning |
|---|---|
| Highway Authority | The local highway authority managing roads, pathways, and public rights of way |
| HQPT | High-Quality Public Transport system |
| Inquiry | Public inquiry into the Application to commence on a date to be announced by the SoS |
| INSET | Investment Sifting and Evaluation Tool, which is a decision support toolkit developed in-house by Mott MacDonald and was used to carry out the initial high level sift of route alignment options. It is based on HM Treasury Green Book compliant Multi-Criteria Decision Analysis (MCDA) and accepted by the DfT as a valid assessment framework |
| Joint Assembly | GCP joint advisory committee set up to advise the Executive Board |
| Landscape | The character and appearance of land, including shape, form, and ecology |
| Landscape character | The distinct pattern of elements in a particular landscape, creating a sense of place |
| LCA | Landscape Character Area |
| LEMP | Landscape and Ecological Management Plan [**CD1-10.05**] |
| LGS | Local Geological Site |
| LLF | Local Liaison Forum |
| LNR | Local Nature Reserve |
| LPA | Local Planning Authority |
| LTP 2019 | Cambridge and Peterborough Local Transport Plan, published in June 2019 [**CD8-08**] |
| LVIA | Landscape and visual impact assessment |
| MCAF | Multi Criteria Assessment Framework; Multi-Criteria Assessment Frameworks are used in the optioneering assessment process and allow options to be assessed against a range of criteria linked to the Scheme objectives as well as wider policy and strategy objectives |
| Medipark | See CBC |
| MHCLG | Ministry of Housing, Communities & Local Government<br>*Formerly the Department for Levelling Up, Housing and Communities (DLUHC)* |
| MMP | Materials Management Plan |
| Modal Shift | A shift from one transport type to another (e.g., road to rail travel) |
| MSA | Mineral Safeguarding Area |

| Defined Term | Meaning |
|---|---|
| MSCP | Multi-storey car park |
| MWLP | Cambridge and Peterborough Minerals and Waste Local Plan [**CD8-03**] |
| NGT | National Gas Transmission plc |
| NMU | Non-motorised user i.e. pedestrians, cyclists and equestrians |
| NPPF | National Planning Policy Framework [**CD11-01**] |
| PPG | Planning Practice Guidance |
| OAR | Options Appraisal Report; the Options Appraisal Report sets out the process undertaken to identify and assess options, leading to the selection of the preferred option |
| OBC | Outline Business Case; the second phase of the business case process which reconfirms the conclusions set out in the SOBC. The OBC focuses on the detailed assessment of the options to find the best solution [**CD1-19**] |
| Order | The draft Cambridge South East Transport Scheme Order submitted to the SoS pursuant to section 6 of the TWA **[CD1-02]** |
| 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 Order |
| ORTN | On-Road Option Technical Note (2025) [**CD12-12**] |
| P&R | Park and Ride |
| PROW | Public right of way |
| PRV | Pink Route Variant |
| PV | Photovoltaic |
| PVB | Present Value of Benefit |
| PVC | Present Value of Costs |
| SCDC | South Cambridgeshire District Council |
| Scheme | A proposed new transport route which is to go across South East Cambridge |
| SCLP 2018 | South Cambridgeshire Local Plan [**CD8-02**] |
| SCT | Smarter Cambridge Transport |
| SoC | CCC's Statement of Case |
| SoS | Secretary of State for Transport |

| Defined Term | Meaning |
|---|---|
| SPD | Supplementary Planning Document |
| SRO | Senior Responsible Owner |
| SuDS | Sustainable Drainage Systems |
| TCPA 1990 | Town and Country Planning Act 1990 (as amended) [**CD4-05**] |
| Travel Hub | A travel hub located near to the A1307/A11/A505 road junction south east of the village of Babraham as part of the Scheme |
| TSCSC | The Transport Strategy for Cambridge and South Cambridgeshire (2014) [**CD9-07**] |
| TUBA | Transport User Benefits Appraisal; TUBA is an economic appraisal computer programme developed for the DfT for appraising multi modal transport studies |
| TWA | Transport and Works Act 1992 (as amended) [**CD4-08**] |
| TWAO | Transport and Works Act Order |
| UoC | University of Cambridge |
| WSI | Written Scheme of Investigation |

## 1. INTRODUCTION

1.1 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. It is home to a flourishing scale-up ecosystem of globally significant companies. This explosion of innovation and entrepreneurship in the region 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. Current transport infrastructure provision in Greater Cambridge is a well-documented constraint on future growth [**CD1-19**], [**CD1-20**], [**CD1-25.01**].

1.4 Cambridge South East Transport Phase 2 (**CSET2** or the **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 doing so unlocking future growth; and

1.4.3 Enabling continuation of 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 and emerging local planning policy and with established national policy.

1.6 The scope of the Scheme is as follows:

1.6.1 The Scheme will be located to the south east of Cambridge within a corridor between the A1307 to the east, the A1301 to the west, the A11 to the south and Cambridge Biomedical Campus (**CBC**) to the north. The Scheme will provide a dedicated guided busway (**Guided Busway**) from the CBC at its north-western edge to a travel hub (**Travel Hub**) located near to the A1307/A11/A505 road junction south east of the village of Babraham (Figure 1). The route will connect to the existing guided busway at the CBC, with three proposed intermediate bus stops along the route at Great Shelford, Stapleford and Sawston. A path for walkers, cyclists and horse riders will run alongside the busway. The Scheme includes both the physical infrastructure of the new Guided Busway and its use for the bus services which will continue beyond the Scheme into Cambridge city centre and surrounding villages.

1.6.2 The new Travel Hub, containing 1,250 car parking spaces, plus spaces for coaches, motorcycles and drop-off, will provide a Park & Ride (**P&R**) facility for journeys to and from both Cambridge city centre and the CBC. Bus stops will be provided along the Guided Busway close to existing communities, including Sawston, Stapleford and Great Shelford. Bus routes using the Guided Busway will continue beyond the Guided Busway to serve Cambridge, the CBC and surrounding villages, thereby improving public transport accessibility for communities and employment centres including CBC, Granta Business Park, Stapleford, Sawston, Great Shelford, Babraham and Babraham Research Campus, Great Chesterford, Haverhill and Hinxton Genome Campus Development.

1.7 The route of the Scheme is shown in Figure 1.

**Figure 1 Scheme red line plan [CD1 –10-02, page 6]**

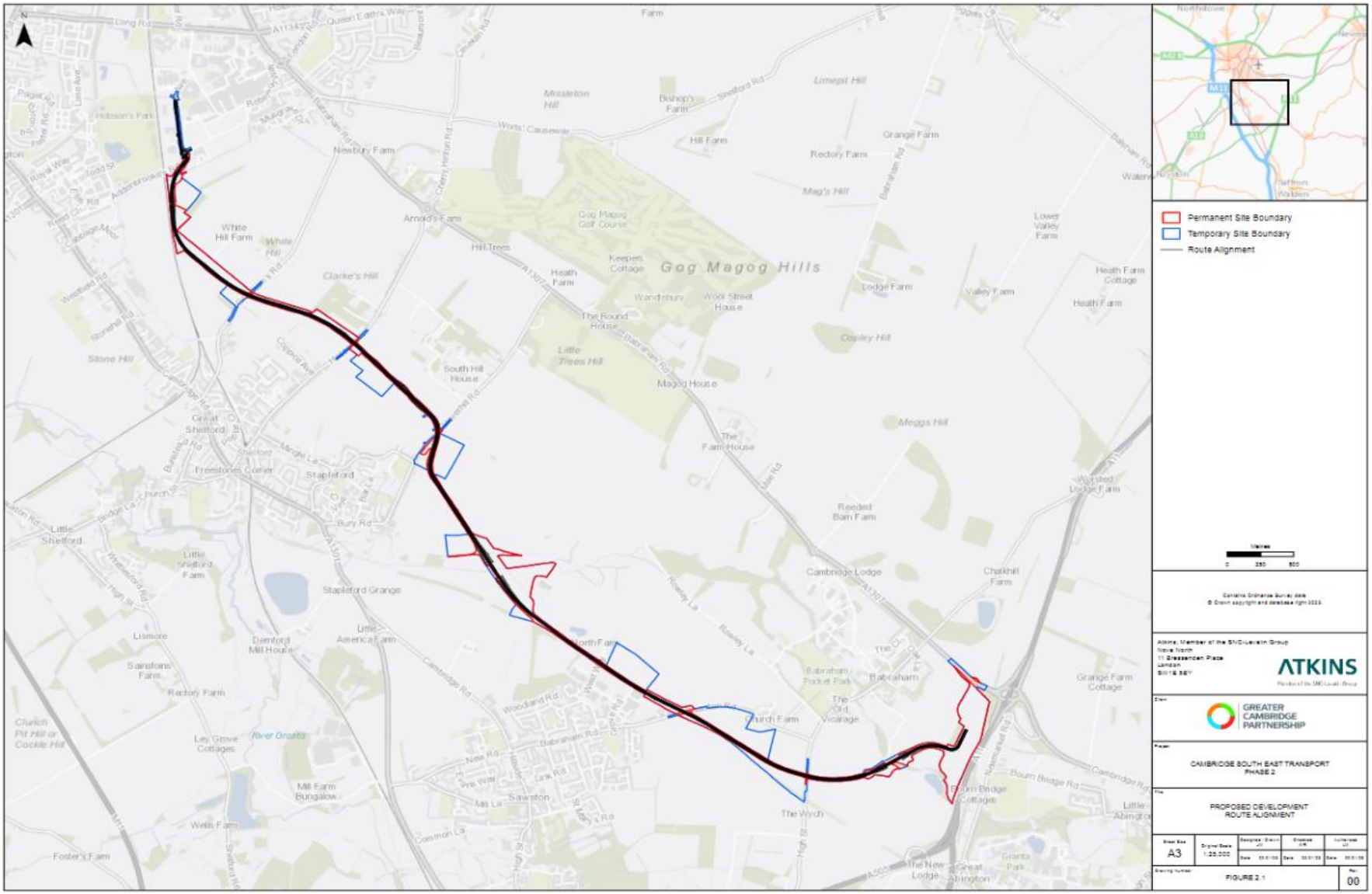
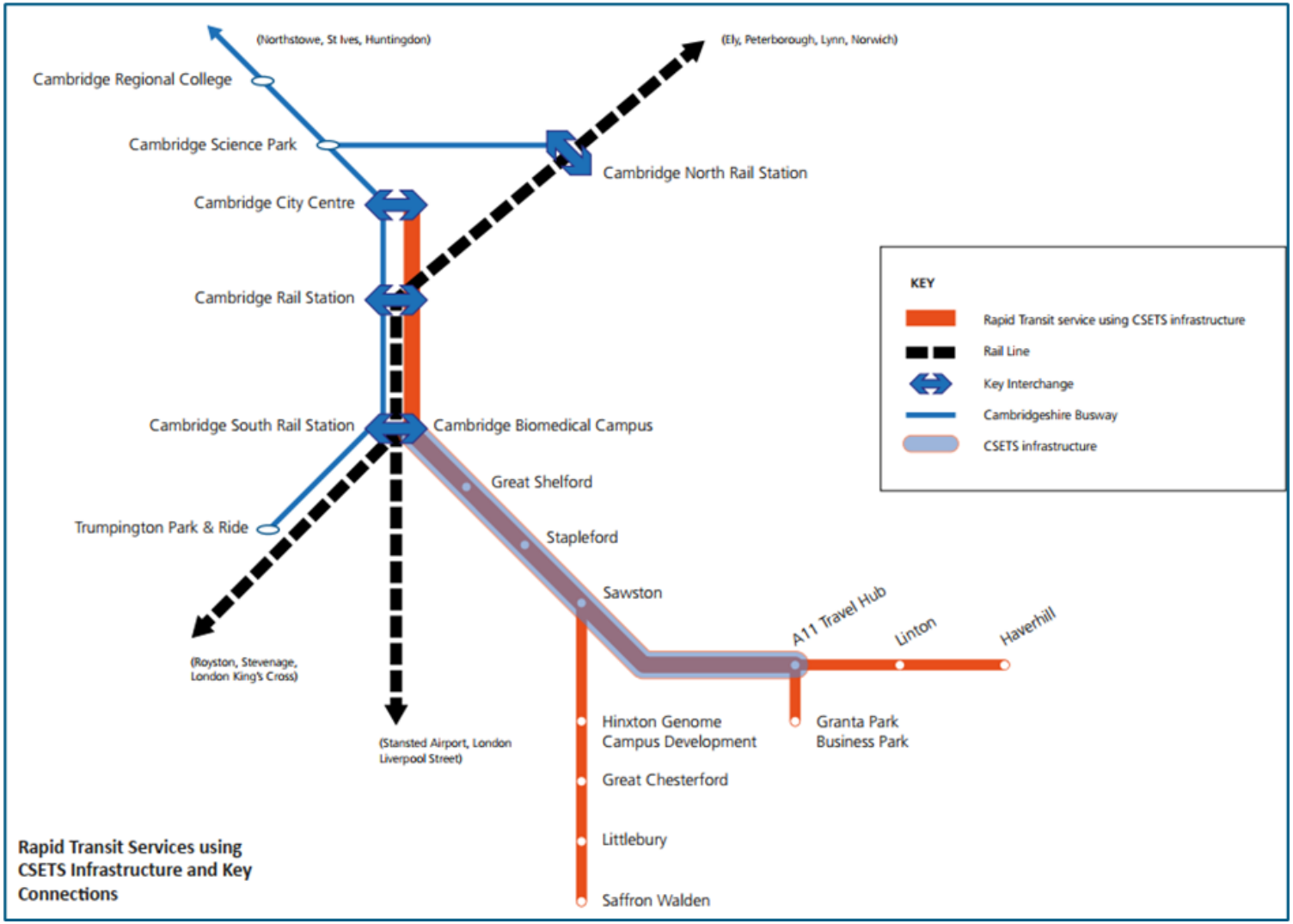


**Figure 2 Proposed CSET 2 (previously known as CSETS) network map [CD1-18.01, Page 19]**



1.8 The scheme being brought forward for this Transport and Works Act Order (**TWAO**) application (**Application**) (known as CSET2) forms part of the wider CSET project which consists of two phases – Cambridge South East Transport Phase 1 (**CSET1**) and Phase 2 (CSET2). Phase 1 (CSET1) delivers a package of bus priority measures, junction improvements and road safety enhancements along the A1307, including the Linton Greenway improvements, which is providing an enhanced multi-user path for cyclists, pedestrians and horse riders connecting Linton to Cambridge. These measures are being delivered as part of a package of works independent to Phase 2 and will complement the public transport route and the Travel Hub proposed for the Scheme providing further multi-modal opportunities across the South East corridor between Cambridge, Babraham and Linton.

1.9 It is recognised that some of those consulted on the Scheme have raised objections. However, importantly, there is very little – if any – dispute about the need to improve and prioritise improvements in infrastructure for public transport and non-motorised users (**NMU**) in Greater Cambridge, and that improvement is needed in the specific location of the Scheme by facilitating access into Cambridge from the South East. The objections are focussed principally on concerns about the environmental impacts of the Scheme and the suggestion that there might be an alternative approach that has less environmental impact. 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. Optioneering exercises have been conducted and documented [**CD1-15.02**]. The Scheme delivers on the identified need in the best way possible and at the least environmental cost.

## 2. CORE DOCUMENTS

2.1 Core Documents (as listed in Appendix 1 (**pages 166-226**)) are referred to in the format [**CDX-XX**].

2.2 Where page numbers are referred to in this Statement of Case (**SoC**) 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 [**CD4-17**] 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 them 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**<br>***Please note these days and hours are subject to change. Please contact the library to check opening hours before attending.*** |
|---|---|
| Cambridge Central Library, 7 Lion Yard, Cambridge CB2 3QD | 09:30 to 18:00 on Mondays, Tuesdays, Thursdays and Fridays<br><br>09:30 to 19:00 on Wednesdays<br><br>10:00 to 18:00 on Saturdays<br><br>12 noon to 16:00 on Sundays |

2.5 Core Documents referred to in this SoC, as listed in Appendix 1, can also be viewed on this website: https://gateleyhamer-pi.com/en-gb/cset/

2.6 Copies of the Core Documents may be obtained from the Greater Cambridge Partnership. 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 (**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 The 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 and Greater Peterborough Enterprise Partnership, the GCP works with local businesses, colleges and research facilities in the area.

3.1.4 The City Deal [**CD9-02**] 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 Greater Cambridge. 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 [**CD9-02**] was signed between Government and local representatives in 2014 to devolve powers and funding from central Government down to local/regional areas. The GCP was formed following the deal made with Government and is the local delivery body, responsible for overseeing the delivery of the City Deal and the promotion of local economic growth and development. GCP aims to:

(a) Deliver up to £1 billion of investment, providing vital improvements to infrastructure, supporting and accelerating the creation of 44,000 new jobs and 33,500 new homes in Greater Cambridge by 2031; and

(b) Enable a new wave of innovation-led growth in the Greater Cambridge area by investing in infrastructure, housing and skills, thereby addressing housing shortages and transport congestion bottlenecks that will facilitate its continued growth and a continuation of the “Cambridge Phenomenon”.

3.1.7 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.

3.1.8 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 [**CD9-03**]. 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*" [**CD9-03, page 6, paragraph 2**].

3.1.9 As such and so far as relevant to the present case:

(a) the Cambridgeshire and Peterborough Combined Authority (**CPCA**) is the Local Transport Authority;

(b) CCC is the highway authority (i.e. the local highway authority managing roads, pathways, and public rights of way (**Highway Authority**)); and

(c) SCDC and the City Council are the Local Planning Authorities but now operate an integrated Greater Cambridge Shared Planning (**GCSP**) 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 [**CD4-01, page 123**] and by the City Council and SCDC under section 9EB of the Local Government Act 2000 [**CD4-12, 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 [**CD4-01, 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 GCP's Governance Assurance Framework 2022 [**CD9-06, page 2, paragraph 1.7**] explains how the partnership will prioritise projects that deliver against four strategic objectives:

(a) Nurture the conditions necessary to unlock the potential of Greater Cambridge to create and retain the international high-tech businesses of the future;

(b) Better target investment to the needs of our economy by ensuring those decisions are informed by the needs of businesses and other key stakeholders such as the universities;

(c) Markedly improve connectivity and networks between clusters and labour markets so that the right conditions are in place to drive further growth; and

(d) Ease the labour market by investing in transport and housing, in turn allowing a long-term increase in jobs emerging from our internationally competitive clusters and more university spin-outs.

3.4.2 The Scheme aligns with GCP's Governance Assurance Framework 2022 by improving transport connectivity, unlocking investments in economic, businesses and housing sectors, and ultimately supporting future growth of Greater Cambridge.

3.4.3 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).

3.4.4 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 TWAO application. Accordingly, CCC is the Applicant for the Scheme and CCC and the GCP have agreed to work together to promote it [**CD1-03, pages 29-35**].

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.

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 Paul Bristow, the elected Mayor of 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 [**CD5-01**].

### 3.7 Cambridge Growth Company

3.7.1 The Cambridge Growth Company, which is referenced later in this SoC at paragraph 10.6.2, is a company limited by guarantee and a subsidiary of Homes England, the Government's housing and regeneration agency. Peter Freeman was appointed to chair the Cambridge Growth Company by the Minister of State for Housing and Planning, Matthew Pennycook MP, on 30 October 2024. The Cambridge Growth Company's purpose is to remove barriers to, and to promote sustainable infrastructure-led development and economic growth. It works with local and central Government, leveraging central Government resources to promote key projects, supporting local authorities and landowners to deliver the necessary infrastructure for sustainable growth.

## 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 Transport and Works Act 1992 (**TWA**) [**CD4-08, page 5**], for an order known as the Cambridge South East Transport Order 202[x] (**Order**) under sections 1 and 5 of that Act in the terms of the Order which accompanied the Application [**CD1-02**]**.**

4.1.2 The object of the Order **[CD1-02]** is to authorise works and the purchase of land to allow the implementation, operation and maintenance of the two-way Guided Busway, mostly segregated from local highways running for approximately 8.5km commencing at CBC at the southern end of Francis Crick Avenue (**FCA**) in Cambridge and terminating at the Travel Hub near to the A1307/A11/A505 road junction south east of the village of Babraham.

4.1.3 In overview, the Order **[CD1-02]** would authorise the construction, maintenance, and operation by CCC of the 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**) [**CD4-15**] 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 Town and Country Planning Act 1990 (as amended) (**TCPA 1990**) [**CD4-05, page 2**] that planning permission, so far as it is required, shall be deemed to be granted for the development proposed to be authorised by the Order **[CD1-02]**.

4.1.4 The Order **[CD1-02]** would authorise CCC to construct, operate and maintain:

(a) the two-way, mostly segregated Guided Busway approximately 8.5 kilometres in length commencing at CBC at the southern end of FCA in Cambridge and terminating at a Travel Hub near to the A1307/A11/A505 road junction south east of the village of Babraham;

(b) intermediate bus stops at Great Shelford, Stapleford and Sawston with upgraded walking and cycling routes to the stops and an emergency and maintenance access track running alongside the entire route designed as a multi-user facility to be shared by pedestrians, cyclists and, for part of the route, horse riders for commuter and recreational purposes (**Emergency and Maintenance Access Track**);

(c) a Travel Hub building and P&R site near to the A1307/A11/A505 road junction south east of the village of Babraham with car access from the A1307 and an improved walking and cycling route connecting the Travel Hub with Babraham High Street;

(d) new bridges over the River Granta and Hobson's Brook to provide for the Guided Busway and adjoining Emergency and Maintenance Access Track;

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

(f) other ancillary works as required.

4.1.5 The Order **[CD1-02]**, 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; and

(d) powers to carry out works to streets including the temporary diversion of streets.

## 4.2 Application Site and Surroundings

4.2.1 The Scheme is located to the south east of Cambridge within a corridor between the A1307 to the east, the A1301 to the west, the A11 to the south and CBC to the north. The route runs for approximately 8.5km, commencing at CBC at the southern end of FCA where buses will run on the existing highway. The route then travels through multiple agricultural fields, crossing Granham's Road, Hinton Way, Haverhill Road, Sawston Road and High Street before finishing at the Travel Hub, south east of the village of Babraham. There are three proposed intermediate bus stops along the route at Great Shelford, Stapleford and Sawston.

4.2.2 The overall site will be referred to in this SoC as the **Application Site** and is shown on the Order's Works and Land Plans as the limit of land to be acquired or used for the Scheme [**CD1-11.01**]. The indicative route is shown on the Scheme Location Plan [**CD1-12.01**, **page 2**].

4.2.3 The Application Site passes through the administrative areas of SCDC and the City Council and through or past several existing settlements including Great Shelford, Stapleford and Sawston.

4.2.4 The Application Site generally comprises a relatively narrow corridor that allows sufficient space to construct the Guided Busway, public transport stops, and bridges along with the ancillary works including landscape and ecological mitigation.

4.2.5 The Application Site is located within a predominantly rural setting crossing arable fields within the gently sloping River Granta valley. Between FCA and Granham's Road the Application Site follows the alignment of the existing public DNA cycle path (between Addenbrooke's Hospital - Great Shelford) (**DNA Cycle Path**) passing between the West Anglia Mainline immediately to the west, and the Nine Wells Local Nature Reserve (**LNR**) and Local Geological Site (**LGS**) immediately to the east.

4.2.6 Nine Wells LNR and LGS are designated for a series of natural chalk springs which supply Hobson's Brook. Hobson's Brook is an ordinary watercourse, constructed in the 1630s to supply Cambridge with clean water, and is crossed by the Application Site as it passes Nine Wells LNR and LGS.

4.2.7 South of Granham's Road, the Application Site passes around the eastern outskirts of Great Shelford and Stapleford, crossing the lower slopes of the Gog Magog Hills and crossing Hinton Way and Haverhill Road. The Rangeford Retirement Village at Stapleford is located immediately east of the Application Site north of the Haverhill Road crossing.

4.2.8 Between Haverhill Road and Babraham Road / Sawston Road, the Application Site crosses the River Granta, designated as a Main River by the Environment Agency. As the Application Site passes Sawston, it is adjacent to the Dale Manor Business Park and a newly constructed housing estate.

4.2.9 Between Sawston and the A11, the Application Site crosses High Street and the River Granta for a second time. At this south easternmost extent, the Application Site broadens to accommodate the A11 Travel Hub occupying the fields between the River Granta to the south, the A11 to the east, and the A1307 to the north. Nearby to the west is the historic village of Babraham and the Babraham Research Campus. To the east of the A11 is Granta Park.

## 4.3 The Scheme Works

4.3.1 In summary the Scheme works will include:

(a) the mostly segregated Guided Busway;

(b) the adjoining Emergency and Maintenance Access Track to also allow for twin-use by pedestrians and cyclists;

(c) public transport stops;

(d) operational lighting to be provided at the Travel Hub and at junctions. New street lighting will be installed along FCA and the new roundabout junction for Addenbrooke's Road, FCA and Dame Mary Archer Way (**DMAW**). Once the Guided Busway continues south, no street lighting is proposed;

(e) bridges over the River Granta and Hobson's Brook;

(f) signalised junctions where the route crosses existing roads;

(g) Travel Hub providing spaces for cars, coaches and storage for bicycles;

(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.

## 4.4 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 **[CD1-02]** are summarised as follows:

(a) A request for a direction under section 90(2A) of the TCPA 1990 [**CD4-05, page 187**];

(b) orders relating to speed limits on highways, to be made by CCC as Highway Authority;

(c) directions regarding signage for the Guided Busway from the Department for Transport (**DfT**);

(d) Environmental Permits under The Environmental Permitting (England and Wales) Regulations 2016 [**CD4-20**] for noise, flood risk activities, dust, water discharge and waste;

(e) consents under the Land Drainage Act 1991 [**CD4-07**] for activities affecting ordinary watercourses;

(f) development licences for works to badger setts under the Protection of Badgers Act 1992 [**CD4-09**];

(g) consent to remove important hedgerows under the Hedgerows Regulations 1997 [**CD4-10**]; and

(h) Protected Species Licences under the Wildlife and Countryside Act 1981 [**CD4-03**] and the Conservation of Habitats and Species Regulations 2017 [**CD4-21**] for bats, great crested newts, otters 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 Order [**CD1-02, page 43**] and subject to the draft conditions at Schedule 1 to the Request for Deemed Planning Permission [**CD1-14, pages 4-17**]. The proposed planning conditions reserve certain matters for subsequent approval by the relevant local planning authority (**LPA**) as further detailed in the Request for Deemed Planning Permission [**CD1-14**].

## 5. NEED FOR THE SCHEME

### 5.1 Strategic objectives

5.1.1 The formal proposal for the Scheme is set out in detail in the Outline Business Case (**OBC**) [**CD1-19**] which has been refreshed via the following five addenda:

(a) Strategic Dimension Refresh [**CD1-20**];

(b) Economic Dimension Addendum [**CD1-21**];

(c) Financial Dimension Addendum [**CD1-22**];

(d) Commercial Dimension Addendum [**CD1-23**];and

(e) Management Dimension Addendum [**CD1-24**].

5.1.2 The Scheme aligns with and supports the ambitions of the City Deal [**CD9-02**] as explained in paragraph 3.1.6 above and the strategic objectives of GCP's Governance Assurance Framework 2022 [**CD9-06, page 2, paragraph 1.7**] as explained in paragraph 3.4.1 above.

### 5.2 Case for Change

**Population Growth**

5.2.1 Estimates from the Office for National Statistics Census 2021 [**CD21-01**] indicate that between 2011 and 2021 the population of England and Wales increased by 6.3%. The greatest average increase was in the East of England (8.3%). The population of Cambridge increased by 17.6% and South Cambridgeshire by 8.9%. Population growth in the South Cambridgeshire district fuelled by economic and housing demand generates significant inward and outward travel demand to Cambridge – the economic and employment centre of the region. Population growth puts pressure on house prices and has resulted in people having to move further and further away from the city centre, increasing in-commuting. A large proportion of the overspill are choosing to live to the south east of Cambridge and commute into Cambridge and key peripheral employment centres such as the CBC, placing increased pressure on radial routes in and out of Cambridge.

5.2.2 The capacity of the current transport infrastructure has not been increasing at the pace necessary to accommodate the additional travel demand generated by economic and population growth. This results in congestion and delays along the A1307, which are forecast to significantly worsen without intervention. As the population expands and housing affordability continues to deteriorate, people will be forced to relocate further away from Cambridge. Transport infrastructure which is inadequately equipped to accommodate the commuting demands generated by a growing population located outside of Cambridge City will inhibit economic growth.

5.2.3 Consequently, improved transport connection is needed between Cambridge and South East Cambridge to support such growth.

**Economy, Industries, Businesses**

5.2.4 Cambridge is renowned for being a world-leading centre for research, innovation and technology. It hosts the CBC and other world-renowned institutions like the Medical Research Council Laboratory for Molecular Biology, the Babraham Institute for immunology research, and the Wellcome Trust Sanger Institute for Genomic Research. Cambridge's life-sciences industry has undergone significant growth in the UK over the past decade and plays a nationally strategic role in supporting Britain's economic growth now and in the future. This industry is key to the UK's competitiveness in the world market and is vital to the "UK PLC" brand.

5.2.5 Within the life sciences industry, the CBC is recognised for its national and international importance for health, life-sciences, and biotechnology. As a key source and site of growth, it is predicted to accommodate 30% of life-sciences growth in Greater Cambridge within the short term. It will play a strategic role in generating localised economic benefits and growing Britain's economy. The allocation to expand the CBC within the Greater Cambridge Emerging Local Plan [**CD8-05, pages 85-90**] (**GCELP**) aligns with the CBC Vision 2050 (Cambridge Biomedical Campus Vision 2050: Creating a life sciences quarter for Cambridge, July 2024) [**CD1-25.03**]. Total employment and visitors on site are estimated to be 26,000 (up from 17,250 in 2017) and 1,382,800 visitors/patients (up from 798,600 in 2017) respectively by 2031. The allocation is intended to create a further 9,510 jobs by 2041. Such growth will generate additional transport demands. The CBC identifies CSET2 as a critical part of their overall strategy to support and accommodate the additional transport demand that the CBC is expected to generate from the increased number of employees and visitors [**CD1-25.01, page 41**].

5.2.6 Cambridge's world class university, scale and connectedness in terms of overlapping networks and culture of cross-fertilisation between entrepreneurs and academics, and strong sense of place attract global talent, foster innovation and encourage business spin-outs. Hosting various businesses, the largest industries include education, health, professional, scientific and technical, which account for a high proportion of employment in Cambridge (60%), South Cambridgeshire (24%)

and Greater Cambridge (52%). These sectors are the main attractors of talent and skills. The growing presence of high-tech industries and strong business creation have led to a sustained period of economic growth in Greater Cambridge.

5.2.7 There are existing problems, particularly shortage of affordable housing and insufficient transport capacity, which if left unaddressed, have the potential to hinder the future growth and success of Greater Cambridge since these problems will only worsen. Without intervention, it is likely to be impossible to achieve the City Deal's vision to secure continued economic success of Cambridge, and the GCP's aims to retain international high-tech businesses in Greater Cambridge and target investment to the needs of businesses.

**Skills and Employment**

5.2.8 Hosting about 60% (206,600) of total jobs in Cambridgeshire [**CD1-20, pages 25-28**], Greater Cambridge is a net importer of workers and provides a key source of employment for an area extending far beyond its boundary. Amongst these is a highly educated and highly skilled workforce, which supports Cambridge's knowledge-intensive economy. This workforce is economically active and generates higher Gross Value Added (**GVA**) per capita (£51,241) than that of England (£31,138) [**CD1-20, pages 28-30**]. The Future Growth Technical Note identifies the number of jobs is expected to increase to 280,000 or more by 2041 [**CD1-25.01, page 19**].

5.2.9 Major employment hubs are located in the south east and north east of the city region. The southern parts of Cambridge host the UoC, hospitals, the CBC, Babraham Research Campus, Granta Park, Sawston Business Park and Copley Hill Business Park.

5.2.10 Allowing people across Greater Cambridge and Cambridgeshire to access more job opportunities across sectors will contribute towards the capitalisation of growth and agglomeration benefits. This can be facilitated by the delivery of public transport infrastructure to improve physical connectivity and enable sustainable growth that does not further exacerbate car dependency. Doing so will support the City Deal's vision of generating productivity benefits through improving people's journeys to and from employment. Such enhancement will also align with GCP's objectives of improving connectivity and networks between clusters and labour markets and easing the labour market through investment in transport.

**Housing**

5.2.11 This large labour pool is coupled with low housing affordability within Cambridge. Average prices for houses in Cambridge are considerably higher than the rest of the region and the surrounding South Cambridgeshire district. The average cost for first-time buyers purchasing houses in July 2024 was estimated circa. £410,000 [**CD21-03, page 4**]. This is over 40% greater than the average price for the rest of the East of England Region at circa. £273,530 and over 60% compared with the national average, at circa. £238,412 [**CD21-03**].

5.2.12 In the light of the projected employment and population growth, the GCELP [**CD8-05, page 24**] objectively assessed a housing need of 44,400 new homes between 2020 and 2041. However, this would be insufficient to accommodate the estimated employment growth of 66,000 by 2041 [**CD9-18, page 62**].

5.2.13 Low housing affordability forces people to buy in areas that are considered more affordable and often further from the city centre, such as South Cambridgeshire. Consequently, more people are becoming reliant on transport solutions to access their place of work or reach city centre locations from these locations further afield.

5.2.14 Therefore, there is a need for improved transport connections between Cambridge and South Cambridgeshire to accommodate transport demands created by this critical set of workers who are contributing significantly to Cambridge's key industries. This aligns directly with GCP's objective to grow the labour market by investing in transport and housing and thereby allowing growth in the employment market. In particular, public transport infrastructure plays a key role in ensuring sustainable growth and facilitating a shift away from car dependency.

**Future Growth and Development**

5.2.15 Growth identified in the adopted and emerging Local Plans: A significant number of new developments are planned across Cambridgeshire over the adopted Cambridge Local Plan 2018 [**CD8-01, pages 44-101**] (**CLP 2018**) and South Cambridgeshire Local Plan (**SCLP 2018**) [**CD8-02, pages 43-78**] period (2018 - 2031). Some of the major planned new developments are located in inner Cambridge and along the A1307 south east of Cambridge, with the majority of the planned developments in those areas indicated as certain to be developed.

5.2.16 Growth identified beyond the Local Plans period: The Future Growth Technical Note [**CD1-25.01, pages 8-36**] identifies significantly more substantial population, employment and housing growth than that forecasted in the Local Plans, fuelled by major growth sites and committed developments. It notes that employment growth within Cambridge will outpace the allocated growth identified within the Emerging Local Plan and substantially outpace growth identified within the adopted Local Plans, given the international importance of Cambridge for job growth. In particular, the CBC relies on critical transport improvements to support its growth ambitions. Moreover, additional housing supply will be needed in the medium to longer term (post-2041) to rectify the acute ongoing housing shortage and to support employment growth within the area and this will need to be accessible by public transport.

5.2.17 Planned transport infrastructure initiatives: Within the vicinity of Cambridge, several transport infrastructure initiatives have been proposed and planned. These include East West Rail (**EWR**), Cambridge South Station and Cambridge Greenways.

5.2.18 The planned commercial and housing developments will generate new jobs and accommodate forecast population growth, which in turn creates more demand for transport. Government policy indicates that as much as possible of this increased demand for transport needs to be accommodated by modes of transport other than the private car to reduce further traffic growth and the resulting unacceptable worsening of congestion and delay across the road network. Therefore, provision of improved connectivity into Cambridge City by efficient public transport and enhanced walking and cycling facilities, in addition to other planned transport initiatives, is necessary to sustainably accommodate the growing demands without further increasing car dependency.

**Travel demand/pattern and car ownership**

5.2.19 The Planning Statement [**CD1-15.01, pages 2-3**], Future Growth in Greater Cambridge Technical Note [**CD1-25.01, pages 37-39**] and Transport Assessment [**CD1-18.01, pages 43-67**] for the Scheme identify current and future pressures on the existing Cambridgeshire transport network and the fact that it is currently insufficient to support the needs of people wishing to travel within South East Cambridge.

5.2.20 A detailed study of existing transport conditions is provided in chapter 5 of the Transport Assessment [**CD1-18.01, pages 43-63**]. Without the Scheme, commuters in South East Cambridge will continue to be reliant on cars as their main method of transport. Current limited transport alternatives to accommodate increased travel demand other than by car, coupled with the forecast worsening of traffic congestion

and delay, are expected to constrain housing and employment growth without intervention. Impacts of the Scheme are discussed in chapter 7 [**CD1-18.01, pages 68-69**] which anticipates reductions to annual estimated vehicle kilometres circa. 3.8m in 2029 and 3.3m in 2041.

5.2.21 With Cambridge being the economic and employment powerhouse of the region, travel demand is largely radial in nature, as more people are living in the surrounding areas and commuting to and from Cambridge and Greater Cambridge for employment.

5.2.22 There is also considerable travel demand generated by the growing employment hubs in the city region's south east, especially to and from towns and suburbs east, south and south east of Cambridge. However, due to the lack of rail and bus connections, car ownership in South Cambridgeshire is relatively higher than other parts of Greater Cambridge.

5.2.23 However, some towns outside of Greater Cambridge (e.g. Haverhill and Saffron Walden) nonetheless have relatively low levels of car ownership. This renders provision of public transport especially important for their residents, which is currently limited.

5.2.24 Therefore, improved transport connection, particularly high-quality public transport (**HQPT**) options and walking and cycling infrastructure, is needed between Cambridge and South Cambridgeshire to close the gap in transport infrastructure provision required to sustainably accommodate the forecast growth in travel demand such that further increases in levels of car dependency are avoided.

**Highway Network**

5.2.25 Roads in Central and South East Cambridge are already experiencing congestion, which is resulting in delays and poor journey time reliability for both car and bus users. The highest traffic flows along the A1307 are recorded just south of the CBC. Major delays of northbound traffic have been observed for the entire section between Hinton Way and Cambridge city centre during the morning peak (08:00-09:00), more than doubling the journey time between the Hinton Way roundabout and the CBC compared to off-peak periods. During the evening peak (17:00-18:00), major congestion occurs for the southbound traffic between Cambridge city centre and Granham's Road (approximately 750 m south of the CBC).

5.2.26 With the projected population growth along the A1307 corridor in the next two decades and the expansion of the CBC and other institutions in South East Cambridge, travel demand along the A1307 is expected to substantially increase, and without attractive and reliable alternative public transport options, this increase in travel demand will likely lead to higher private vehicle volumes and worsening congestion.

5.2.27 Current safety issues on the A1307 include several potential collision points which result from conflicting vehicle movements or at junctions that suffer from significant congestion, which has been identified from the accident record along the A1307 with several cyclists involved in incidents along this route [**CD1-20, pages 41-45**].

**Rail and Bus Services**

5.2.28 Although there is a comprehensive public transport system within Greater Cambridge primarily composed of rail, the existing guided busway, five P&R services and a wide-reaching traditional bus network, the quality of these public transport provisions is not equal from all directions. The current rail network in the region provides efficient public transport connection to Cambridge from the north, east, south and south-west but not in the western or south eastern direction. The northwest relies on the existing guided busway.

5.2.29 The western and south eastern parts of the city region are not serviced by HQPT options and are poorly connected to Cambridge and its key employment sites. As a result, about 80% of existing commuters from the south east drive to work in Cambridge, making them the second most reliant on private vehicles out of seven segments of Greater Cambridge [**CD1-20, page 76**]. Without intervention, residents south east of Cambridge are expected to continue to be reliant on cars as their main method of transport.

5.2.30 The existing bus network servicing Greater Cambridge includes regular services – Routes 13 and 7. Unlike the existing guided busway services which are segregated from the road network, these regular bus services share the lanes with car traffic. They are therefore exposed to the same traffic congestion (which is expected to worsen in the future scenarios without intervention). They experience severe delays during peak periods along the A1307 and A1301 when travelling in Cambridge's inner areas, and therefore have noticeably longer journey times and poorer journey time reliability during peak periods. Such delays are not experienced when using higher quality public transport options such as rail or the existing guided busway, meaning commuters from other parts of the city region (where these services are available) can travel into Cambridge more efficiently than those from the south east. For example, it takes 50 minutes to travel to Cambridge from Haverhill by public transport, 5 minutes more than the journey time from Bury St Edmunds in the east, which is almost twice as far away from the city. This means residents in the south east have access to fewer employment, educational and leisure opportunities when spending the same time travelling on public transport.

5.2.31 Following the full delivery of EWR (establishment of a new rail connection from the west) and other schemes such as Cambourne to Cambridge (establishment of guided bus and walking and cycling route), the south east will be the only remaining corridor that has substandard public transport linkage to Cambridge and its key employment sites.

5.2.32 Consequently, the growing demand for efficient, HQPT services to the south east of Cambridge along the A1307 corridor is not currently being met. Therefore, provision of efficient public transport options is needed between Cambridge city centre and South Cambridgeshire to accommodate forecast travel demand and relieve traffic congestion and delay.

**Walking and Cycling**

5.2.33 Walking and cycling infrastructure in the south east of Cambridge is generally of a relatively high standard and provides good connection to the CBC, although provision for pedestrians and cyclists becomes less satisfactory further away and to the south of the CBC. Walking distances are typically too long for commuting on foot between villages on the proposed route of the Scheme such as Sawston and Babraham and both the CBC and Cambridge. It is more than 1.5 hours walk from the A11 to the CBC via the most direct, currently available footpaths. Many of the settlements to the south of the CBC are, nonetheless, within an acceptable cycling distance of both the CBC and Cambridge. It takes about 30 minutes to cycle the 5 miles along the A1307 between the CBC and the A11, but dedicated facilities for cyclists are currently intermittent, vary in quality of provision and do not always offer a particularly direct route.

5.2.34 Consequently, there is a need to provide better facilities for active modes, particularly for commuting by bike between settlements to south of the CBC and both the CBC and Cambridge. Improved facilities would also provide the added benefits for pedestrians and cyclists wanting to travel between settlements, as well as enhancing and expanding the available network for leisure trips by these modes.

5.2.35 Overall, improved connection through provision of additional public transport and active modes infrastructure is needed between Cambridge city centre and South

Cambridgeshire to alleviate current congestion and delays and offer sustainable commuting options.

## 5.3 Environment

5.3.1 The City Deal's vision to reduce carbon emissions and the GCP's wider strategy for delivering sustainable transport in and around Cambridge aligns with other national and regional policies on decarbonisation.

5.3.2 However, the current travel pattern within Cambridge features heavy reliance on the car for commuting, which is associated with high levels of emissions that are exacerbated by traffic congestion. The proportion of commuter trips to Cambridge undertaken by car or van is higher in the south east than almost all other parts of the city region. Car ownership levels are also higher in South Cambridgeshire when compared to other parts of Greater Cambridge.

5.3.3 The lack of adequate alternative options highlights a significant dependency on private vehicles and high car usage, which contributes to adverse environmental impacts, including carbon and other Greenhouse Gas (**GHG**) emissions, noise and air pollution.

5.3.4 Provision of efficient public transport options between Cambridge city centre and South Cambridgeshire and encouragement of the uptake of active travel modes can encourage modal shift (a shift from one transport type to another (e.g., road to rail travel)) (**Modal Shift**). This can improve air quality within Cambridge, thereby achieving the City Deal's carbon reduction aims and the GCP's objective to deliver sustainable transport options.

## 5.4 Overall need for intervention

5.4.1 In summary the drivers of the need for the Scheme are as follows:

(a) Support future planned and potential employment and housing growth to the south of Cambridge, especially for the CBC, and the associated economic benefits without significantly worsening traffic impacts (including on congestion, delay, air quality and noise) and increasing car dependency.

(b) Improve public transport accessibility and NMU connectivity for employees and visitors of the CBC and for communities across southern Cambridge and its hinterlands to reduce reliance on travel by private car and avoid embedding car dependency.

(c) Mitigate anticipated future deterioration in traffic congestion, delay and road safety on the road network due to forecast traffic growth that would otherwise occur without intervention.

(d) Improve access to jobs, education, shops, health services and leisure facilities by alternatives to travel by private car through an integrated transport network linking all parts of Cambridge.

(e) Improve bus journey times and service reliability to make public transport a more attractive alternative to journeys by private car.

(f) Futureproof the transport network to continue sustainable growth and unlock future growth potential without increasing car dependency, particularly at the CBC and within the biomedical industry in Cambridge.

5.4.2 The aforementioned problems that present a case for change are coupled with the committed future developments which will generate further additional travel demand. The capacity of existing transport infrastructure is not equipped to sustainably cope

with the expected travel demand associated with the scale of economic and employment growth forecast across South East Cambridge and Central Cambridge.

5.4.3 Consequently, intervention which can futureproof the transport network to support sustainable growth and introduce modal choice will be needed to prevent existing problems from worsening. The Future Growth Technical Note [**CD1-25.01, pages 41-43**] recommends delivery of transport and other infrastructure projects to help alleviate the issues caused by the significant growth of Greater Cambridge, whilst ensuring more journeys are made by sustainable modes of transport.

5.4.4 Without intervention, transport infrastructure in Cambridge will remain inadequate to meet current and future travel demand. Transport issues such as congestion and delays will persist and worsen. This will limit the growth potential, productivity, connectivity and liveability of Cambridge. The limited public transport options from the south east to key destinations in Greater Cambridge constrain access to employment, educational and leisure opportunities for its current and future residents. One of the key contributing factors to economic growth is access to the largest possible workforce. If workers from the south east cannot travel efficiently to Cambridge and its growing employment centres, the companies and nationally important industries in the city will be missing out on a large pool of employee talent and may therefore be unable to fulfil their maximum growth potential. As a result, the economic growth ambition of Greater Cambridge and its status as a world-leading centre for research, innovation and technology may be compromised. South East Cambridge may struggle to attract future residents and contribute to Cambridgeshire's population growth ambition. Moreover, without adequate alternative options, dependency on emission-intensive modes will make it challenging to achieve net-zero and other environmental targets. All in all, unless significant improvements are made to the existing public transport provision in the south east to make it more attractive and reliable, it will be hugely challenging to generate a meaningful shift away from private vehicle modes and overcome the high car dependency and usage in the area.

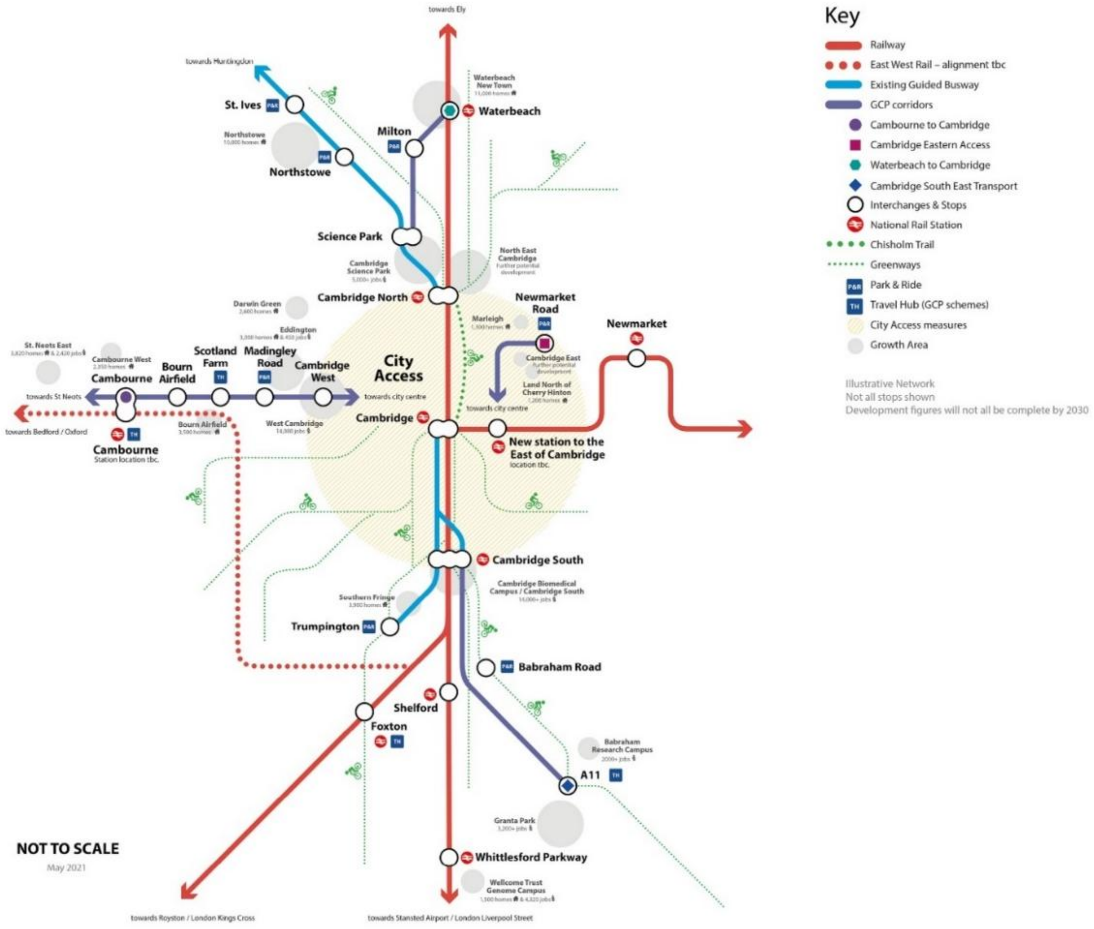
## 6. SCHEME AIMS

### 6.1 Purpose of the Scheme

6.1.1 The Scheme is one of four corridor projects, along with Cambridge Eastern Access, Cambourne to Cambridge and Waterbeach to Cambridge. The four projects aim to provide better public transport and walking and cycling opportunities to improve connectivity and offer alternatives to car use for growing communities to the north, south east, east and west of the city. Each of the new routes will be served by modern low emission vehicles that limit air pollution and noise, and will provide space for walking and cycling, as well as maintenance and emergency access. The routes will be complemented by travel hubs to encourage P&R journeys into Cambridge.

6.1.2 The routes of the four projects are shown below.

**Figure 3 Greater Cambridge future network 2030 [CD9-06, page 3]**



6.1.3 The Scheme's aims are defined in the OBC [**CD1-19, page 127**] as follows:

(a) *"Secure future economic growth and quality of life;*

(b) *better public transport;*

(c) *better cycling and walking links;*

(d) *connect homes with places of work or study; and*

(e) *reduce congestion and limit growth of traffic."*

6.1.4 The specific objectives of the Scheme to achieve these aims are set out in the Strategic Dimension Refresh [**CD1-20, page 78**] and are as follows:

**Objective 1 - Improve connectivity to employment sites in South East Cambridge and central Cambridge**

(a) Provide improved access to the Granta Park, Babraham Research Campus, Addenbrooke's Hospital, CBC and a number of other employment sites in South East Cambridge; and

(b) increase modal options for commuters travelling to and from employment sites in South East Cambridge and Central Cambridge by delivering HQPT and improved walking and cycling routes for users.

**Objective 2 - Support the continued growth of Cambridge and South Cambridge's economy**

(a) Deliver journey time savings for commuters travelling by public transport to job opportunities in South East Cambridge and Central Cambridge;

(b improve journey time reliability for users of the A1307 corridor; and

(c) provide the transport infrastructure necessary to sustain economic growth.

**Objective 3 - Improve road safety for all users of the A1307 corridor**

(a) Reduce the number of accidents at identified accident clusters[1] along the corridor;

(b) reduce the number of speed-related incidents[2] along the corridor; and

(c) improve the safety of crossing movements for cyclists, pedestrians and equestrians.

**Objective 4 - Relieve congestion and improve air quality in South East Cambridge**

(a) Encourage use of sustainable transport modes for journeys through South East Cambridge and into Central Cambridge;

(b) enhance quality of life by relieving congestion and improving air quality in South East Cambridge; and

[1] Accidents clusters include Lensfield Road (A603) intersection, Harvey Road and Union Road intersections, Fendon Road roundabout and Haverhill Road intersection [***CD1-20, page 78]***
[2] Through reduced total vehicle mileage

(c) relieve pressure at network pinch points.

**Objective 5 - Improve active travel infrastructure and public transport provision in South East Cambridge**

(a) Deliver a HQPT offer between Cambridge and Haverhill;

(b) increase frequency of public transport services during peak periods;

(c) reduce severance for cyclists, pedestrians and equestrians; and

(d) increase uptake of sustainable transport modes for commuter journeys.

## 7. SCHEME DEVELOPMENT (INCLUDING CONSULTATION AND CONSIDERATION OF ALTERNATIVES)

### 7.1 Option development

7.1.1 The route alignment that has been taken forward for the Scheme has been subject to an extensive process of optioneering and refinement, which has been developed over the course of several years. Concepts have evolved from a long list of wider themes and strategies for the corridor to short-list options through rounds of refinement to bring forward the interventions. These were chosen as they were considered the best performing and most appropriate to meet the objectives set out for the Scheme [**CD1-19, page 126**]. Rounds of public consultation have taken place in line with key decision points and sifting of these options which helped to inform the evolution and design of the Scheme to its current state.

**A1307 Haverhill to Cambridge - Preferred Options Report (February 2017) [CD12-03]**

7.1.2 The early development of options commenced in 2015/16, where the Scheme was initially defined as the Three Campuses to Cambridge project. Initial optioneering outcomes were presented within the A1307 Haverhill to Cambridge Preferred Options Report [**CD12-03**] published in February 2017. The early work on the Scheme focussed on appraising a variety of high-level option themes for the South East Corridor. These included:

(a) P&R including redevelopment of the existing Babraham Road P&R site or a new site at the A11 near Fourwentways.

(b) Bus Rapid Transit including several on- and off-highway routes between CBC and a new A11 P&R or bus priority measures.

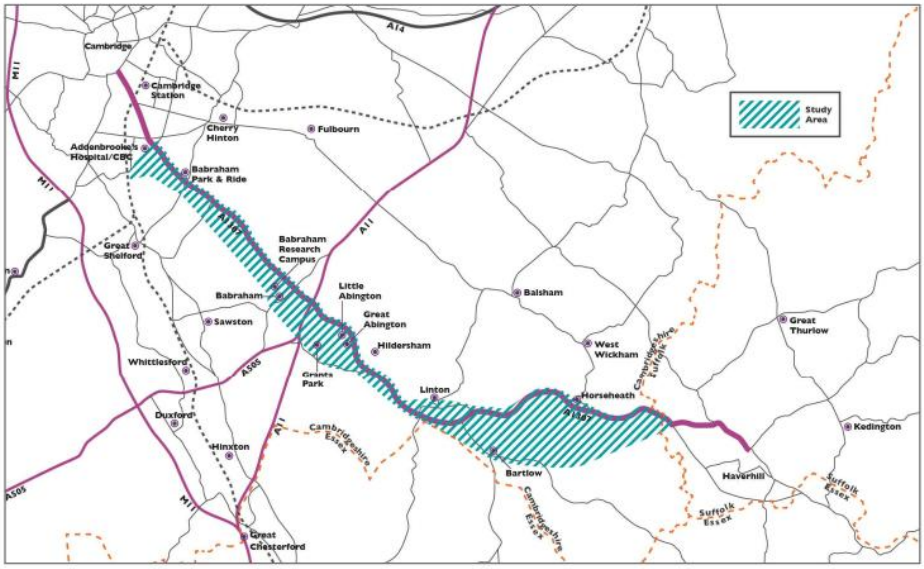
(c) Walking and cycling routes including on- and off-highway paths from Granta Park and a new P&R facility at the A11 to the CBC and Linton.

(d) Various other interventions, including public realm, bus stop accessibility and road safety improvements.

**The corridor that was used to develop options is shown in**

7.1.3 Figure 4.

**Figure 4 Study Area for the 2017 Options Report [CD12-03, page 10]**




7.1.4 Prior to public consultation, several options were discounted. This included the potential of reopening of the railway line along with several road options (which included the dualling of the A1307 and a Linton Bypass) as they did not effectively meet the benefits compared with the costs associated with these options.

7.1.5 An initial round of public consultation was undertaken between 16 June and 1 August 2016 to seek feedback on some initial concept options for sustainable transport infrastructure improvements along the A1307 corridor. A total of seven events were held across the wider south Cambridge area. The key findings of the public consultation [**CD1-05.04**] indicated that users of the A1307 corridor were supportive of sustainable transport improvements to give people more realistic alternative choices of travel modes. However, in view of environmental concerns, there was a distinct preference for solutions to be delivered within the available public highway land where possible before additional land take was considered, especially close to sensitive assets of ecological and historic significance such as the Gog Magog Hills and Nine Wells Nature Reserve.

7.1.6 A P&R study was completed in Section 3 of the report [**CD12-03, pages 27-45**], which affirmed the need for the Travel Hub at the A11 as opposed to the current location at Babraham. Modelling completed at the time of this report indicated that a new facility at the A11 would attract between 19% – 36% more patronage than at the existing Babraham P&R and was forecast to reduce daily two-way traffic volumes on the A1307 to the west of the A11 by 1,614 vehicles (two-way) compared to the Do Minimum scenario [**CD12-03, page 42]**.

7.1.7 The draft preferred option report recommended the following Scheme options were taken forward for further development and assessment:

(a) Widening of the existing A1307 carriageway to create a new on-highway westbound bus lane between the existing Babraham Road P&R site and Addenbrooke's Hospital, coupled with widening of cycleways within the northern verge to improve connectivity to the P&R site for NMUs. Junction improvements at Worts Causeway junction to create a bus only bypass lane and changes to Granham's Road junction to facilitate right turning movements [**CD12-03, page 106**].

(b) A new bus only road to improve bus connectivity with the CBC site and reduce bus journey times to Cambridge station and Central Cambridge [**CD12-03, page 107**].

(c) Installing a section of busway within the A1307 central reserve on approaches to the junction and through the central roundabout island to create a 'Hamburger' bus priority scheme [**CD12-03, page 108**].

(d) Widening of the existing A1307 carriageway to create a new on-highway westbound bus lane from Hinton Way roundabout to Babraham Research Campus [**CD12-03, page 108**].

(e) Enlargement of the central island on approach to The Gog Farm Shop junction, seeking to improve road safety by creating a staggered layout and reducing vehicle speeds on approach [**CD12-03, page 109**].

(f) A new P&R site to the south of the A1307 either west or east of the A11 junction in addition to the existing Babraham Road P&R facility. The existing facility would become more Addenbrooke focussed with additional cycle parking capacity to support use of the facility as a park-and-stride[3] location. Either option could potentially be coupled with junction improvements at Babraham High Street crossroads and/or A11 services access [**CD12-03, page 109**].

(g) Implementation of new cycleways along the existing public footpath alignment to enhance off-road cycle and pedestrian access crossing the A11, connecting the village of Babraham with Great Abington as well as key employment sites at Babraham Research Campus and Granta Park. Ramps could be appended to the existing stepped footbridge to improve access for all and equalities compliance. This would also potentially connect to the proposed A11 P&R site [**CD12-03, page 110**].

**A1307 Study - Options Report Addendum (November 2017) [CD12-04]**

7.1.8 The options report, published in February 2017, was accepted by the Executive Board in March 2017. However, a request was made by the Executive Board, requesting that further public consultation was delayed until a series of workshops had been held involving the Local Liaison Forum (**LLF**) to review and develop the high-level options previously generated. The results of this work have been recorded in section 2 within the Options Report Addendum, which was published in November 2017 [**CD12-04, pages 16-22**].

7.1.9 Established as part of the City Deal structure, the LLF[4] was convened in January 2017 to be a community forum for GCP to refer to as an interface between the community and its major infrastructure projects. The LLF provided support in the development of options through several workshops which sought to review the options presented in the February 2017 initial options report [**CD12-04**]. Additional

[3] A park-and-stride acts in a similar way to a park-and-ride where individuals are encouraged to park their car at a dedicated facility and walk the final distance to their destination rather than park on site

[4] Details on the scope of these forums can be found in the LLF Terms of Reference [**CD21-02**].

options that were proposed from members of the LLF were re-tested to check whether they had been discounted prematurely.

7.1.10 The first LLF workshop was held in April 2017. The aim of this workshop was to identify any missing opportunities for sustainable transport interventions along the A1307 corridor and for LLF members to raise any queries about the work which had been undertaken to date. This identified an early set of schemes from a range of over 200 comments that were filtered and provided a set of new ideas.

7.1.11 A total of 49 options were developed and taken forward to the next workshops. As in the February 2017 Preferred Options Report, early sifting discounted several projects, which were again dismissed. These included:

(a) the Linton Bypass, which was considered for another study [**CD12-04, page 18, Section 2.4**];

(b) rail based options, due to high cost and the delivery timescale exceeding the requirements of this project [**CD12-04, page 18, Section 2.4**]; and

(c) several road-based schemes that were not considered relevant to the area or were outside of the scope of GCP to deliver [**CD12-04, page 18, Section 2.4**].

7.1.12 The further workshops were coordinated during June 2017 to score and prioritise the updated options. The three workshop sessions were led by a team of independent facilitators. The participants were divided into small groups of 6-8 representatives with an independent facilitator supervising each group. LLF attendees were given time to read and discuss the proformas for each option and then were asked to score the options allocating a score of 0-5 to each, based on how important the option was to meet the GCP objectives overall, where a score of 5 denotes very important, and 0 indicates that the option is not at all important.

7.1.13 The individual score allocated by each individual LLF member was recorded as well as an agreed group score for each table (the average score of all group participants added together). The total agreed score was considered most representative of the LLF views. These key findings from the engagement sessions were appraised with refreshed modelling using the Cambridge Sub-Regional Model[5] (**CSRM2**) [**CD12-07.01**] which has been developed with a refreshed base-year of 2015 and superseded the CSRM1 model in July 2017. For more details on CSRM Modelling see the Local Model Validation Report [**CD12-07.02**].

7.1.14 Following the LLF scoring process, CSRM2 modelling and option prioritisation using the Scheme Appraisal Framework as set out in the Options Appraisal Report (**OAR**) [**CD1-15.02**], three main strategies emerged as the best performing and most supportive of the eight strategy variants that were considered.

7.1.15 Recommended scheme option components that were identified can be found in the OAR [**CD1-15.02, pages 48-55**]. These formed part of at least one of the strategies listed below:

(a) **Strategy 1**: Identified as providing a strategic off-road public transport route between a travel hub site located close to the A11 and CBC. This route would aim to provide connectivity to the settlements of Sawston, Stapleford and Great Shelford, following the alignment of the former Cambridge-Haverhill railway where possible.

(b) **Strategy 2**: A segregated public transport route following the alignment of the existing A1307, continuing along a new off-road route through current farmland connecting with the existing CBC road network at the southern boundary of the

[5] 2015 Validated Base Year Cambridge Sub-Regional Model

campus, before continuing through the site and on towards Cambridge city centre via the existing guided busway.

(c) **Strategy 3**: From Babraham Road P&R site, Strategy 3 would continue along the A1307, accessing the CBC using the existing road network. This route would then follow Robinson Way through the CBC site and onwards towards Cambridge city centre via the existing guided busway. Strategy 3 would broadly follow the same route between Little Abington and Babraham Road P&R site as in Strategy 2.

7.1.16 The results of this, in combination with consultation with the LLF, identified a preference for proceeding with Strategy 1 as the preferred option. While it was considered the highest cost, this option was also expected to be the most likely to have the greatest beneficial impact on travel patterns. While it was envisioned that there would be an interface with the emerging Cambridge Autonomous Metro system (**CAM**) initiative, this was considered an additional opportunity over and above the benefits the Scheme itself already offered.

**Outline Business Case (OBC) (2020) [CD1-19]**

7.1.17 Optioneering was further refined to develop the 2020 OBC [**CD1-19**]. This was conducted through revisiting routes across the entire corridor and looking at a large number of combinations to determine the optimum elements of a mass transit route to connect a travel hub at the A11 with the CBC. Further initial identification and sifting of route alignment options led to the production of 231 option packages [**CD1-19, page 155**].

7.1.18 The preferred option was developed through a 3-stage process, each stage sifted out from a variety of options to eventually settle on a preferred option that would be taken forward for planning approval.

7.1.19 Assessment of these strategies at the Strategic Outline Business Case[6] stage found that Strategy 1 was the preferred strategy, and therefore it was expected that going forward all potential options would be based on alignment with Strategy 1. However, a review of the assessment process was undertaken at this stage to confirm that this decision was the best outcome. Rather than re-assessing the three strategies against additional and more detailed criteria and then designing options constrained by a preferred strategy, Stage 1A looked across the whole study area [**CD1-19, page 142**], irrespective of previously identified strategies and was split into 6 sections as shown below in Figure 5.

7.1.20 Details of the alignment options considered within each of the segments can be found from within the OBC [**CD1-19, pages 149 to 155**]. These included a mix of on- and off-road running options as shown by the extent that the segments cover highlighted in Figure 5.

7.1.21 141 of the 231 options were sifted out under a gateway assessment, leaving 90 options being brought to the next stage [**CD1-19, page 156**]. These options underwent a Multi-Criteria Assessment Framework (**MCAF**) analysis using a bespoke tool, the Investment Sifting and Evaluation Tool (**INSET**), developed in line with DfT Guidance [**CD1-15.02, page 13**]. This exercise resulted in five routes – Purple, Pink, Brown, Black and Blue (shown in Figure 6) being assessed within the 2020 OBC.

7.1.22 Further work, including calculation of Benefit Cost Ratio (**BCR**) for the shortlisted options, was undertaken to support and reconfirm the findings of the INSET assessment. The final INSET results identified the Brown Route as the preferred

[6] The Strategic Outline Business Case [**CD1-19**] sets out the need for intervention (the case for change) and how this will meet strategic aims and objectives (the strategic fit). It provides suggested or preferred ways forward and presents the evidence for a decision.

option for the Scheme. The Brown Route takes a direct alignment across fields towards the A11 which includes a second crossing of the River Granta. It ends at the Travel Hub located to the south west of the Fourwentways junction between the A1307 and A11. With an INSET score of 1.08, it outperformed other options in terms of transport benefits, deliverability, social impacts and alignment with Scheme objectives. Further details of the results of these findings are presented within the OAR of the OBC issued in 2020 [**CD1-15.02**].

**Figure 5 Segmentation and area of OBC – 2020 [CD1-19, page 148]**

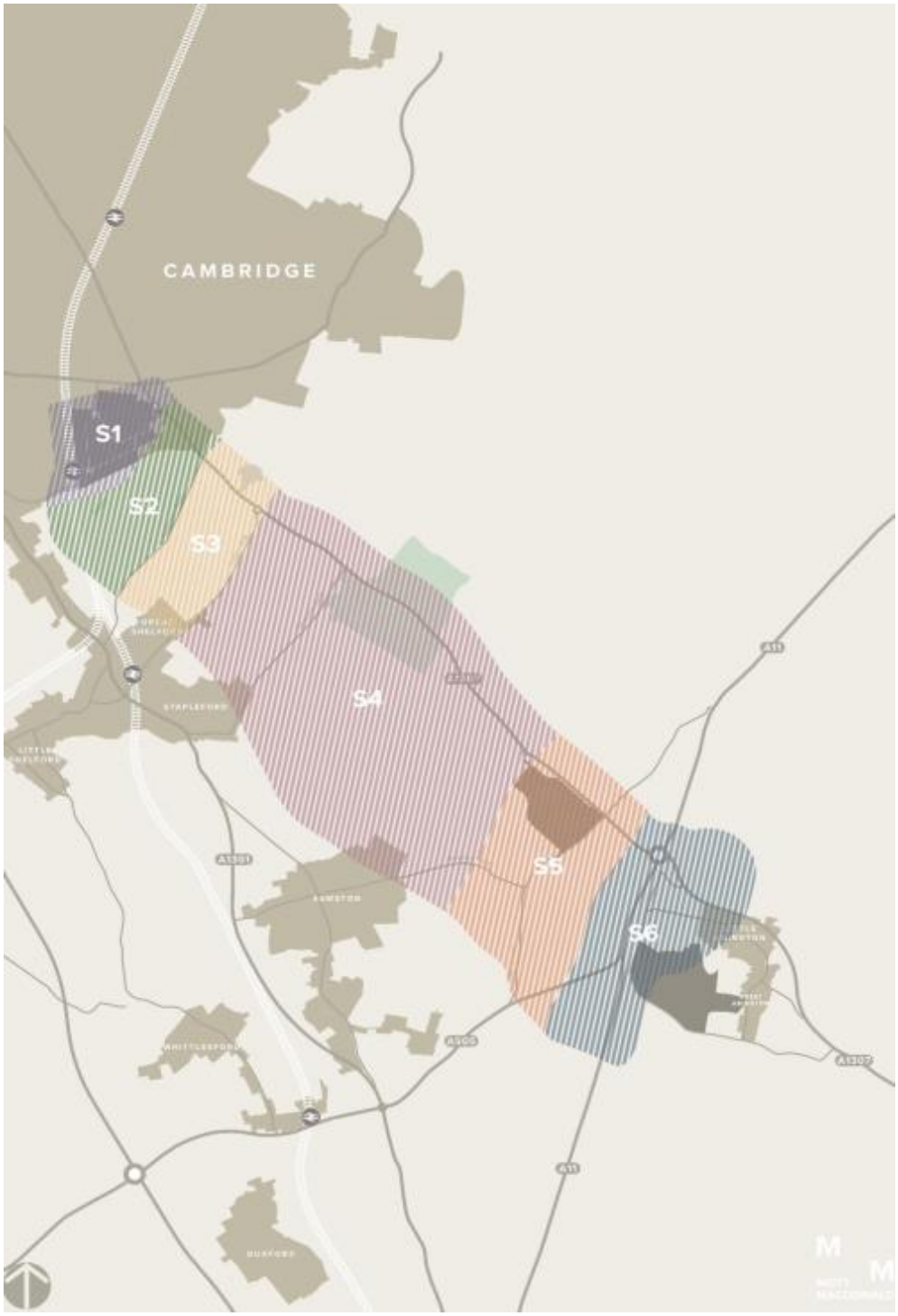
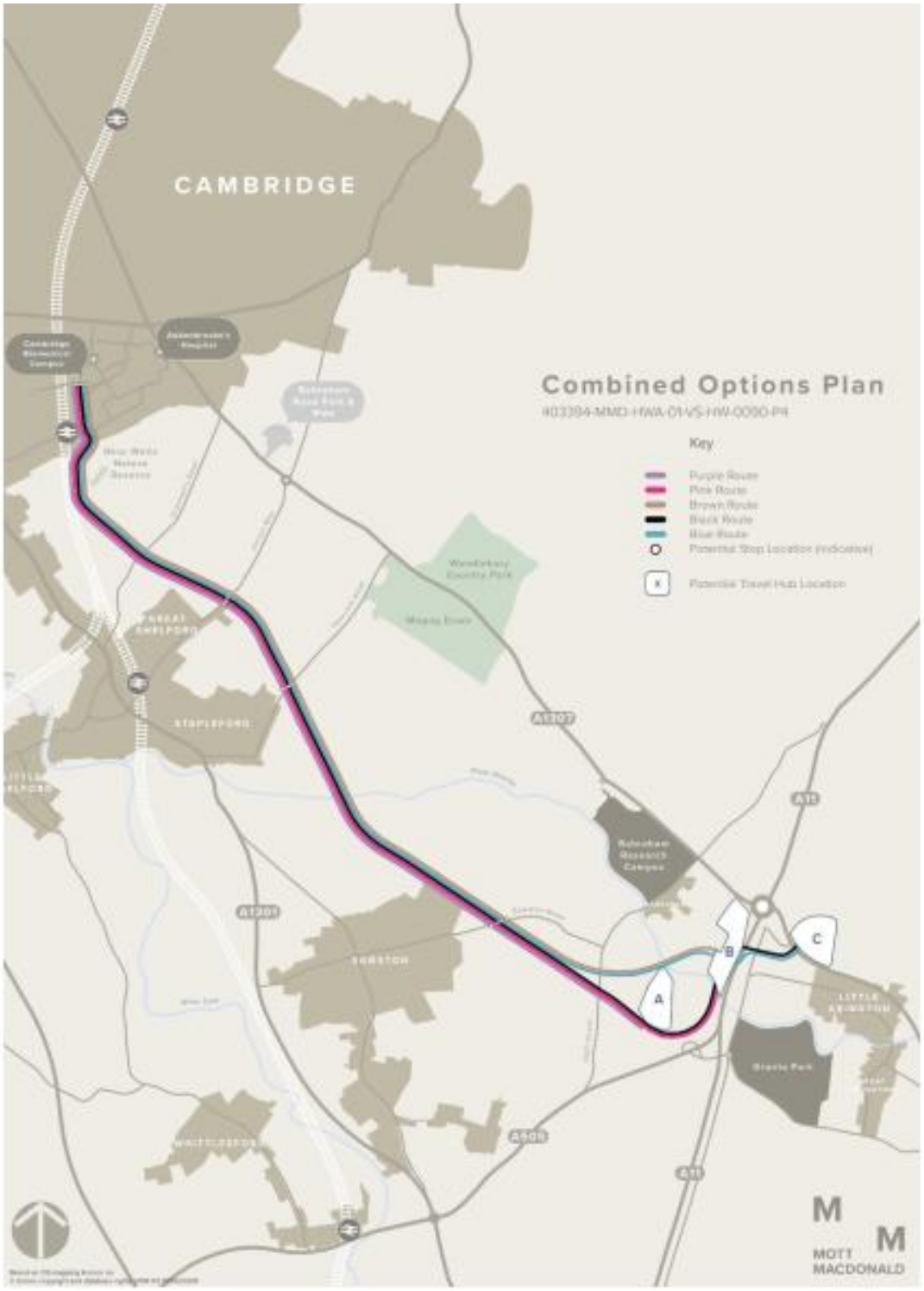


**Figure 6 Shortlisted Options - OBC 2020 [CD1-19, page 157]**



**Pink Route Variant and Shelford Railway Alignment**

7.1.23 Several additional route options have been recommended by consultees during the consultation process. These have been considered and assessed to determine how they perform against the Scheme objectives in comparison to the 'preferred option'.

**Pink Route Variant**

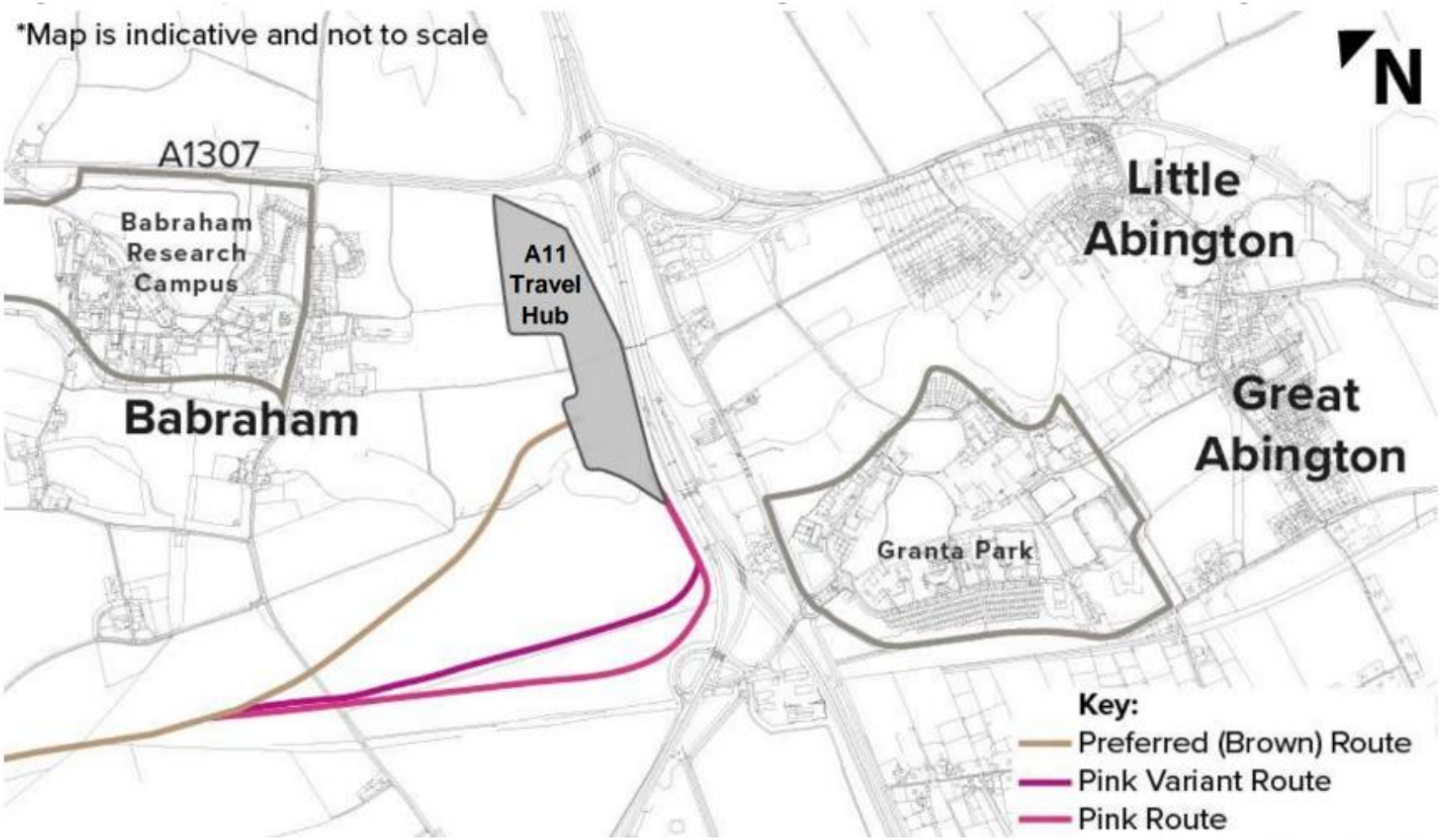
7.1.24 Following stakeholder meetings with Babraham Residents in November 2020 during Environmental Impact Assessment (**EIA**) consultation, a query was raised by the residents regarding why a route alignment option running between the Brown and Pink Routes presented in the 2019 public consultation was not being considered [**CD1-05.10, page 41**].

7.1.25 The Pink Route Variant (**PRV**) was therefore explored as a potential route alignment to replace the Brown Option, that was being favoured as the route alignment being taken forward for this Application. This PRV was similar to the shortlisted Pink Route (as shown in Figure 7) which crosses the River Granta in the same location immediately to the west of the A11 trunk road river crossing. However, the variant takes a direct route between the Travel Hub and High Street, following an existing field boundary and avoiding land owned by Pampisford Estate, requiring a tighter curve radius relative to the original Pink Route. The PRV was assessed against the Brown Route to determine if there was any merit in adopting the PRV instead of the Brown Route alignment as the preferred route to avoid land acquisition complications around the Pampisford Estate. Further details are presented in the Pink Route Variant Alignment Further Assessment [**CD1-25.12**]. Overall, the Brown Route performed better than the PRV in terms of cost (£905,000 cheaper in construction costs and £2.042 million lower in total cost), Value for Money (a 9%-higher-BCR), and environment (lower embedded carbon and impact on biodiversity). Therefore, this option was not progressed.

**Shelford Railway Alignment**

7.1.26 The autumn 2019 consultation [**CD1-05.08**] considered an alignment that follows the disused Shelford Railway Line. This alignment runs via the former Haverhill railway through Shelford. A comparative assessment of this option was undertaken with the shortlisted options [**CD1-05.16**]. The results concluded that options incorporating the former railway alignment would be less desirable than those which do not. This was for several reasons which included the high number of residential and commercial properties that would need to be acquired, lack of full segregation, incompatibility with CAM requirements (which were relevant at that point in time), longer journey times, greater impacts on noise for residents, higher cost and additional approvals required. Therefore, this option was not taken further.

**Figure 7 Pink Route Variant Alignment [CD1-25.12, page 2]**



**On-Road / Off-Road Option Validation Exercise (2022)**

7.1.27 In 2022, a review of on-road versus off-road running options was undertaken [**CD1-25.07**]. The aim of this exercise was to revisit previous optioneering work that had been conducted, considering both the options generation process in 2017 (highlighted above) and the 2020 OAR. By following a similar methodology to these earlier appraisals, this exercise sought to check that an updated option evaluation exercise supported the results of the previous optioneering work and that the off-road route remained the preferred option.

7.1.28 This validation exercise was undertaken following the cancellation of the CAM project and receipt of representations from local campaign groups to the Executive Board. The review revisited the strategies previously highlighted and considered these through a modified MCAF. The MCAF closely follows the INSET methodology previously used to inform the 2020 OAR but is not identical.

7.1.29 Criteria were selected based on the five-dimension business case template and scored by relevant technical experts based on available information at the time of assessment. This information was sourced from existing documentation including the 2020 OBC [**CD1-19**], the Environmental Statement (**ES**) [**CD1-10.02**] and design drawings [**CD1-12**] and informed by professional knowledge and judgement.

7.1.30 The scoring of growth-aligned criteria, which has been emphasised throughout the evolution of the Scheme, showed the merits of the off-road option in delivering the strategic outcomes as well as providing a stronger position on the economic benefits associated with high quality transport infrastructure. The MCAF also showed the off-line option would result in greater adverse environmental impacts and land related complexities. The scores assigned to criteria were weighted in line with the approach taken through the INSET appraisal in 2020 which emphasised the significance of objectives related to growth, given the expectation of enabling growth for CBC and the wider Cambridge bio-science industry through delivering enhancements along the A1307 corridor.

7.1.31 The offline route demonstrated a strong alignment with the objectives as it is expected that it will have the greatest benefit in terms of reducing bus journey times, increasing bus patronage, improving bus journey time reliability and alleviating future private vehicle demand for those using the A1307 to reach Cambridge. Therefore, it performed significantly stronger in meeting the ambitious targets for economic growth of the CBC and Cambridge's fast-expanding science, technology and engineering innovation industries.

7.1.32 While the multi-criteria review of the on-road / off-road option provided a cross-sectional view of the options and the likely impact, this assessment did not reflect the actual extent to which longer-term benefit will be delivered as a result of economic and population growth forecast for the south east of Cambridge beyond the end of the Local Plan period. Cambridge and the CBC are expected to far outgrow the estimates that have been developed under the adopted Local Plan [**CD8-02**] and therefore current model forecasts do not demonstrate the expansion in terms of available employment opportunities in key sectors beyond the Local Plan. Therefore, this document provided a backing to further explore this phenomenon which has now been evidenced in the Future Growth Technical Note [**CD1-25.01,page 35**] by referencing further committed developments and longer-term growth post-2041. This has demonstrated the significance of the Scheme in achieving the objectives that have been set out by GCP to achieve high levels of economic, employment and housing growth in Cambridge and across the wider Cambridgeshire region.

**On-Road Option Technical Note (ORTN) (2025) [CD12-12]**

7.1.33 The Applicant's evidence-based assessment of all the potential options for the Scheme identified the preferred option as the best performing option to take forward to this Application. However, there have been continued calls from local campaign groups to assess an on-road alternative design along the A1307 to CBC in place of offline options in general and the Scheme in particular.

7.1.34 The Applicant has noted the objections received to the Application and the interest in an alternative, suggested by Smarter Cambridge Transport (**SCT**) [**CD12-05**] and more recently championed by the BW4B campaign and Cambridge Past Present and Future (**CPPF**). In order to address those objections, the Applicant completed a further quantitative appraisal to review the performance of the on-road option compared to the Scheme. This work was undertaken in early 2025 and has appraised the latest position on that alternative as follows:

(a) The ORTN has modelled the on-road scheme using the CSRM2 model following the same approach for modelling of the Scheme and following guidance from CCC's modelling team.

(b) This model has been used to generate a standard Transport Economic Efficiency assessment using the Transport User Benefits Appraisal (**TUBA**) software. This has used TUBA version 1.9.17, Economic parameter file v1.9.18 [**CD12-06**] in line with TAG Data Book v1.18 May 2022 [**CD13-13.02**], identical to the version used to assess the Scheme within the Economic Dimension.

(c) Journey time benefits arising from the on-road scheme have been assessed to be £19.6m: comprising of £8.8m commuting benefits, £3.9m other benefits and £7.7m business impacts. It is estimated a total of £1.7m will be lost to wider public finances from indirect taxation on fuel duty. The total monetised benefits also include £7.3m of walking and cycling benefits associated with the improvements along FCA currently being delivered, consistent within the off-road scheme. This provides a total Present Value of Benefit (**PVB**) associated with the on-road scheme of £25.3m.

(d) A high and low value cost estimate for the on-road scheme has been developed. This has provided indicative costs that include construction, design, project management, land and risk, with an upper and lower limit on the expected cost of delivering the on-road option. Present Value of Costs (**PVC**) for the Scheme are estimated at £63m for the low value and £70m for the high value estimate.

(e) The BCR of the on-road scheme has therefore been calculated as 0.4 for the low value cost estimate and 0.36 based on the high value cost estimate. Both the high- and low-cost BCR figures represent poor value for money. The Scheme performs better than the on-road option with its BCR of 1.53 providing a net beneficial, medium value for money.

(f) The results of this economic assessment demonstrate that the on-road alternative proposed by CPPF and SCT does not provide the same level of benefits that are predicted from the Scheme [**CD12-05**]. It follows that the claims that the on-road scheme would be a viable alternative do not withstand scrutiny. The reality is that the on-road option performs worse than the Scheme.

(g) An optimised concept design was prepared for the on-road alternative. This has taken the bus priority measures that were suggested within the SCT document [**CD12-05**] and developed these up to a concept design suitable in its level of detail for a comparative assessment with the preferred Scheme. The engineers also noted that any construction activities to facilitate new bus lanes

along the A1307 will need temporary road closures and traffic management for several months, including reduced speed limits, which will lead to temporary traffic disruption along the A1307. This has the potential to have considerable economic and social disbenefit.

(h) Analysis of journey time variability indicates that, in both the inbound and outbound directions, there is a gap of proposed bus priority infrastructure between Babraham Research Park and Wandlebury Park. Additionally, no bus priority measures are proposed in the inbound direction between Babraham High Street and Babraham Research Park. These sections see high levels of journey time variability. As such, it is likely that bus journey time variability will be greater than for an entirely off-road alignment between the Cambridge South East Travel Hub and FCA.

(i) A review of accidents on the A1307 shows that even though there is facility alongside the road for active modes, there is evidence that cyclists are still using the main carriageway to cycle. As a result, there have been several collisions involving cyclists. The number of cyclists involved in accidents is also above the national level and includes fatal collisions. The discontinuity of the bus lanes will lead to a greater level of uncertainty for those cycling along the A1307 and have significant potential to increase the likelihood of collision.

(j) A review and comparison of environmental impacts between the on-road and off-road options was completed as part of the 2025 appraisal [**CD12-12**]. The results showed that while it is acknowledged that the Scheme will have more adverse impacts, in most cases this increased adverse impact is not material. The Scheme will also offer benefits in regard to increases in biodiversity.

(k) Land Ownership and Planning conflicts were identified, primarily along the section between DMAW and the A1307. There are instances of land within this section which have already been allocated, including a parcel with outline permission for ‘clinical land’ at one site off discovery drive. The suggested location of the Babraham Express Bus Layby is also situated within land allocated to the Babraham Research Campus Masterplan.

(l) The alternative would also conflict with the emerging Phases 3 and 4 of the CBC masterplan; accommodating a busway through the centre of this substantial campus development would undermine the growth ambitions of the CBC. The Applicant has been informed by the landowners of the CBC that as part of the recent Reserved Matters planning application for 2000DD and 3000DD, the return leg of Discovery Drive has been futureproofed to accommodate the potential Southern Access Road that links CBC Phase 2 to Babraham Road. This alternative proposal would appear to conflict with the illustrative emerging plans for Phase 3 and 4.

(m) Overall, the results of this assessment demonstrate that the Scheme performs considerably better than an on-road option on key operational performance indicators, including: reduction in total vehicle mileage (indicating greater mode shift from car to buses) bus journey times; and bus patronage. It also performs marginally better than the alternative option in absolute terms on journey times for general traffic along the A1307. In summary, the Scheme performs better than the on-road alternative as follows:

    (i) Seventeen times greater reduction in total annual vehicle mileage reduction in 2029 and a sixty-five times greater reduction in 2041. This indicates substantially greater mode transfer from car trips to the Guided Busway, especially in 2041;

    (ii) Approximately 80% greater bus patronage in both 2026 and 2041;

(iii) Six minutes or one and a half times greater reduction in AM inbound peak bus journey times in 2029 and 2041, with a smaller benefit in PM outbound peak bus journey times of up to 3 minutes for both years;

(iv) Five times greater reduction in AM peak inbound journey times for general traffic on the A1307 in 2029 and three times in 2041, although the absolute difference is relatively small at 9 seconds per vehicle;

(v) Six times greater reduction in PM peak outbound journey times for general traffic on the A1307 in 2029 and two and a half times in 2041, although the absolute difference is relatively small at 11 and 18 seconds per vehicle for 2029 and 2041 respectively; and

(vi) A slightly smaller reduction in daily inbound traffic flow on the A1307 in 2029, but a slightly greater reduction in 2041, although the absolute change relative to total traffic flows is minimal.

(vii) These results not only demonstrate the Scheme option has the potential to have a significant impact on reducing the total number of journeys made by private vehicle across the Cambridge area but also improves bus travel times. Even with future demand the Scheme will see a reduction in travel times for both vehicle and bus users whereas journey times with the on-road scheme will see marginal journey time increases as the density of traffic on the network increases up to 2041.

(viii) The greater forecast reduction in 2029 daily traffic flows along the A1307 with the alternative option compared to the preferred options is likely to be due to the reduction in link capacity caused by the introduction of the bus lanes which results in some traffic switching to alternative routes to the A1307. However, this is not the case in 2041 due to the overall forecast increase in traffic on the road network by 2041.

(ix) The comparison of the performance of the preferred and alternative options for these indicators is provided in Table 1 below.

(x) In addition, a journey time reliability assessment for bus services along the A1307 corridor based on Bus Open Data[7] indicates that the bus journey time reliability is likely to be significantly better for the off-road option compared to the on-road alternative option.

**Table 1 Comparison of Performance of Preferred and Alternative Option [CD12-05]**

| **Operational performance indicator** | **Year** | **Off-Road Option (The Scheme)** | **On-Road Alternative option** | **Difference: Scheme vs Alternative** | |
|---|---|---|---|---|---|
| | | | | **Absolute** | **Proportional** |
| Total annual vehicle mileage reduction vs DM (Mkms) | 2029 | -3.80 | -0.21 | -3.59 | 1710% |
| | 2041 | -3.30 | -0.05 | -3.25 | 6500% |
| Daily bus patronage | 2029 | 7,745 | 4,301 | 3,444 | 80% |
| | 2041 | 6,643 | 3,723 | 2,920 | 78% |
| | 2026* | -10.00 | -4.00 | -6.00 | 150% |

[7] Dataset that provides bus timetable, vehicle location and fares data for every local bus service in England.

| Operational performance indicator | Year | Off-Road Option (The Scheme) | On-Road Alternative option | Difference: Scheme vs Alternative | |
|---|---|---|---|---|---|
| | | | | Absolute | Proportional |
| AM inbound bus travel time change vs DM (mins) | 2041 | -10.00 | -4.00 | -6.00 | 150% |
| PM outbound bus travel time change vs DM (mins) | 2026* | -16.00 | -13.00 | -3.00 | 23% |
| | 2041 | -22.00 | -21.00 | -1.00 | 5% |
| A1307 AM inbound general traffic travel time change vs DM (mins) | 2029 | -0.18 | -0.03 | -0.15 | 500% |
| | 2041 | -0.20 | -0.05 | -0.15 | 300% |
| A1307 PM outbound general traffic travel time change vs DM (mins) | 2029 | -0.15 | 0.03 | -0.18 | 600% |
| | 2041 | -0.18 | 0.12 | -0.30 | 250% |
| Change in daily two-way traffic flow on the A1307 vs DM (vehicles) | 2029 | -287 | -375 | 88 | -23% |
| | 2041 | -412 | -367 | -45 | 12% |

* 2029 data not available

## 7.2 Overall Consultation

7.2.1 A comprehensive set of consultation activities have been conducted throughout the development of the Scheme. These have helped to shape the design options that have been taken forward for this Application. The consultation process and further details on the consultation activities that were undertaken is outlined in Chapter 3 of the Consultation Report [**CD1-05.02, pages 13-17**]. This included five formal stages of consultation with both key stakeholders and the local community from 2016 to 2022, as well as ongoing stakeholder engagement throughout Scheme development, through individual and group meetings and written consultations.

7.2.2 The purpose of these consultations was to ensure statutory bodies, landowners, members of the public and other stakeholders understood the Scheme and the potential environmental effects. It provided them with a series of opportunities to comment on the proposals at key stages of development and for the project team to ensure these responses were considered as part of Scheme design and construction planning. A list of the Schedule 5 and 6 stakeholders can be found in Appendix B of the Consultation Report [**CD1-05.03**].

7.2.3 Each round of consultation was well publicised to ensure a wide range of individuals and organisations had the opportunity to comment. It was also iterative; issues raised informed the Scheme development and were carefully considered as part of each subsequent round of consultation. Engagement with stakeholders and the wider community has been undertaken, is ongoing and will continue up to and during the Inquiry.

7.2.4 Five formal rounds of public consultation were conducted, as outlined below:

**Table 2 Summary of Consultation Rounds**

| Consultation Rounds | |
|---|---|
| **Round 1 – 2016** [**CD1-05.04-CD1-05.05**] | **Purpose** |
| A1307 Three Campuses to Cambridge Consultation 2016 | An initial round of public consultation was undertaken between 16 June and 1 August 2016 to seek feedback on some initial concept options for sustainable transport infrastructure improvements in the A1307 corridor.<br>A total of seven events were held across the corridor area including in Haverhill, Linton, Babraham, Sawston, Great Shelford. |
| **Round 2 – 2018** [**CD1-05.06-CD1-05.07**] | **Purpose** |
| Cambridge South East Transport Study Consultation 2018 | Three high-level strategies for more reliable and sustainable public transport options for journeys between Cambridge and the area to the south east were taken to public consultation. This consultation also presented details of 17 shorter-term proposals for bus priority, junction improvements, walking and cycling measures and road safety improvements along the A1307 between Haverhill and Cambridge, common to all strategies and to be delivered in Phase 1 of the Scheme, with the longer-term public transport improvements presented as the three strategies to be delivered in Phase 2 (i.e. CSET2). |
| **Round 3 – 2019** [**CD1-05.08-CD1-05.09**] | **Purpose** |
| Cambridge South East Transport – Better Public Transport Project Consultation 2019 | The consultation presented travel hub options, proposed stops and shortlisted route alignments for the Scheme. Following the 2019 public consultation, the Executive Board approved the Brown Route as the preferred option. |
| **Round 4 – 2020** [**CD1-05.10-CD1-05.11**] | **Purpose** |
| Cambridge South East Transport Phase 2 EIA Consultation 2020 | The consultation presented information on the proposed Scheme design, highlighting refinements since the previous consultation and providing justification for those changes. It identified potential environmental impacts, both positive and negative, set out the proposed measures for mitigation of adverse impacts and provided an opportunity for all stakeholders to comment and give their views on the proposals. |
| **Round 5 - 2022** [**CD1-05.13-CD1-05.14**] | **Purpose** |
| Cambridge South East Transport Phase 2 Proposed Route Change in Stapleford Consultation 2022 | After the 2020 consultation, proposals for a retirement village in Stapleford were approved on appeal by the Government's Planning Inspectorate. Therefore, amendments had to be made to the proposed route and the location of the Stapleford bus stop, to avoid the retirement village. A targeted |

| Consultation Rounds | |
|---|---|
| | consultation was held in Stapleford where two route change options were presented. |

**Key consultation outcomes**

7.2.5 The aim of the formal consultations was to enable stakeholders to participate in the Scheme evolution and provide the whole community with information about the proposals at the time and to gather feedback. The consultations were well publicised and well attended. As part of the formal consultations, letters and/or emails were sent to a wide range of groups and individuals with information on the Scheme and invitations to public exhibitions or online meetings. This included contacting MPs, local councillors, landowners and the key statutory stakeholders to keep them informed and invite them to take part in the consultation.

**Key changes to the Scheme**

7.2.6 Following the five consultation stages, option assessment stages and continuous engagement, points raised by consultees and ongoing engagement with key stakeholders informed design refinements of the Scheme. These refinements include:

(a) A new scheme design for FCA. Buses will now run on the existing carriageway and the roundabout will be enlarged with a northbound bus cut through.

(b) A revised proposal for the existing path to Nine Wells LNR, which will provide access from the Emergency and Maintenance Access Track and under the proposed Hobson's Brook structure.

(c) An alternative alignment around the Stapleford Retirement Village.

(d) The spans of the Stapleford and Babraham River Granta structures have been reduced. The height of the Babraham structure was also reduced, minimising the footprint of the approach embankments and the visual impact of the Scheme.

(e) The drainage strategy and design required additional conveyance swales to be positioned alongside the Guided Busway to convey water to the identified outfalls within the drainage strategy.

(f) Guided Busway speed limits have been revised at junctions with the existing highway network from 20mph to 30mph, to preserve journey time benefits.

(g) Where the Guided Busway runs alongside the railway line, high containment vehicle protection has been specified following an updated Vehicle Incursion Risk Assessment and Road Restraint Risk Assessment update.

## 8. SCHEME – DESIGN, CONSTRUCTION AND OPERATION

### 8.1 Scheme Design

8.1.1 A set of planning direction drawings showing elements of the Scheme in further detail accompanies the Request for Deemed Planning Permission [**CD1-14**] pursuant to Rule 10(6)(d) of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 (**2006 Rules**) [**CD4-18**]. A list of those drawings is set out in Appendix 5 to this SoC (page **248**).

## 8.2 Guided Busway – General principles

### Francis Crick Avenue (FCA):

8.2.1 Along FCA, buses will primarily utilise the existing road infrastructure, meaning that there will be shared usage with existing road users. The main changes around FCA commence at the roundabout where FCA meets DMAW and Addenbrooke's Road. There will be improved walking and cycling infrastructure on the west side of FCA. The junction with the existing guided busway will be modified to deal with the expected vehicle movements and improve pedestrian and cycling infrastructure.

8.2.2 The roundabout at the southern end of FCA will be enlarged and reconfigured to include a northbound lane passing through the centre of the roundabout with partial signal control.

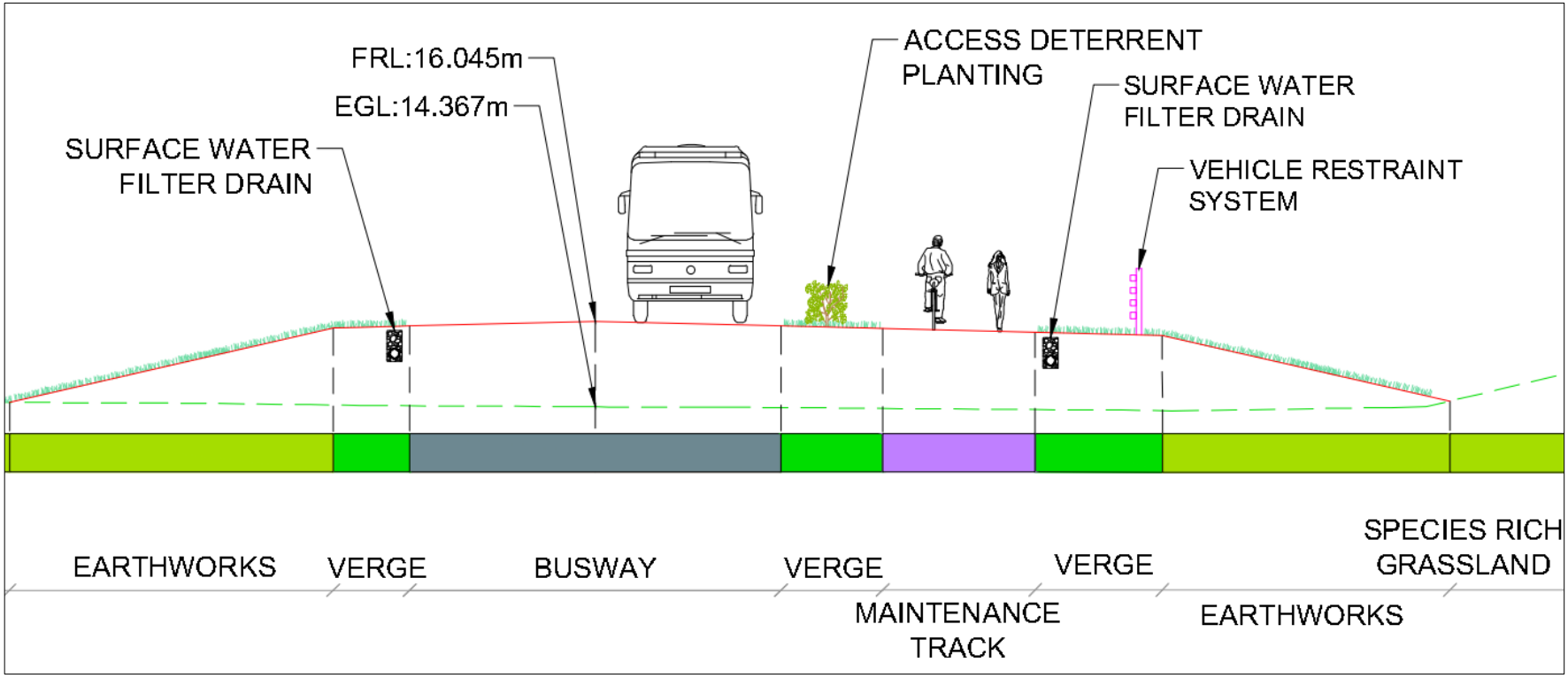
8.2.3 In addition, new laybys will be provided on FCA to provide an interchange with the proposed Cambridge South station. All existing side road accesses onto FCA will require minor modifications to implement the two-way segregated cycle track along the western edge.

### Guided Busway

8.2.4 The Guided Busway commences at the southern end of FCA, at the Medipark (also known as Cambridge Biomedical Campus or CBC) (**Medipark**), where the route crosses through the centre of the roundabout junction between FCA, DMAW and Addenbrooke's Road, as a segregated section for guided buses only. The route then passes through multiple agricultural fields via the fringes of the villages of Great Shelford, Stapleford and Sawston, crossing the highways of Granham's Road, Hinton Way, Haverhill Road, Babraham / Sawston Road and High Street, and finishes at the Travel Hub. A typical cross-section of the Guided Busway is shown on Figure 8.

8.2.5 The bus route generally follows existing ground levels, with a vertical alignment typical variation of 0.5m above or below existing ground levels. There are some short sections where the variation is greater to accommodate localised depressions or raised areas of landform along the route. The vertical alignment also departs from the surrounding ground levels at the crossings over Hobson's Brook and the River Granta. Differences in levels will be gently graded out with grass slopes of a maximum of 1:4 gradient.

**Figure 8 Typical Cross-section of the Guided Busway [CD1-11.02, page 3]**



8.2.6 The cross-section dimensions and safety measures in the cross sections are as follows:

(a) 2.0 m wide grassed verge with access deterrent planting to provide safe separation of the Guided Busway and users of the Emergency and Maintenance Access Track (this changes to a hard paved area on bridge decks);

(b) 3.0 m hard surfaced path (this changes to 3.5 m upon bridge decks and will be widened to 4 m where replacing the existing DNA Cycle Path); and

(c) 2.5 m wide grassed verge along the Emergency and Maintenance Access Track will act as a green corridor for emergency refuge for the users.

**Emergency and Maintenance Access Track**

8.2.7 Alongside the Guided Busway will be the Emergency and Maintenance Access Track, providing access along the entire length of the segregated Guided Busway for any required maintenance activities and acting as an emergency refuge for passengers and staff in the event of an incident. The Emergency and Maintenance Access Track will also be able to provide a new segregated route for walkers, cyclists, and for most of the route, horse riders. It is intended to be a public bridleway for the route between Granham's Road and High Street, but created expressly subject to the authority for vehicles connected with the maintenance and safety of the Guided Busway to drive on the Emergency and Maintenance Access Track. For the majority of the route, the Emergency and Maintenance Access Track will be a new facility, but it will merge with, and replace, the existing DNA Cycle Path where it joins the Guided Busway route from just south of Nine Wells LNR (chainage 1175m) and re-joins the existing DNA Cycle Path at the Addenbrooke's Road overbridge.

8.2.8 The Emergency and Maintenance Access Track will be segregated from the Guided Busway by a 2m wide grass verge with access deterrent planting. There will be no segregation between the different users (walkers, cyclists, horse riders) along the 3m wide Emergency and Maintenance Access Track.

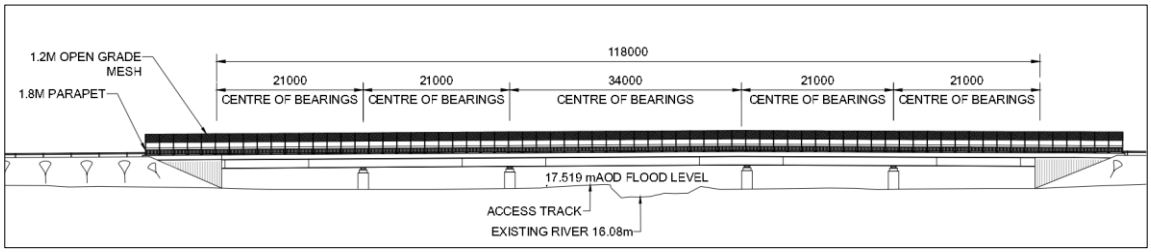
**Structures**

8.2.9 There are seven proposed new structures as part of the Scheme to carry the Guided Busway over existing watercourses. These comprise two bridges over the River Granta, one bridge over Hobson's Brook, one small footbridge and four culverts over small unnamed watercourses and field ditches.

**River Granta crossings**

8.2.10 The Guided Busway crosses the River Granta twice, once at Stapleford (Structure 6), as shown in Figure 9, and again at Babraham (Structure 8), see Figure 9.

**Figure 9 Elevation of the proposed River Granta (Stapleford) Crossing Bridge (all dimensions are in mm) [CD1-12-08, page 5]**



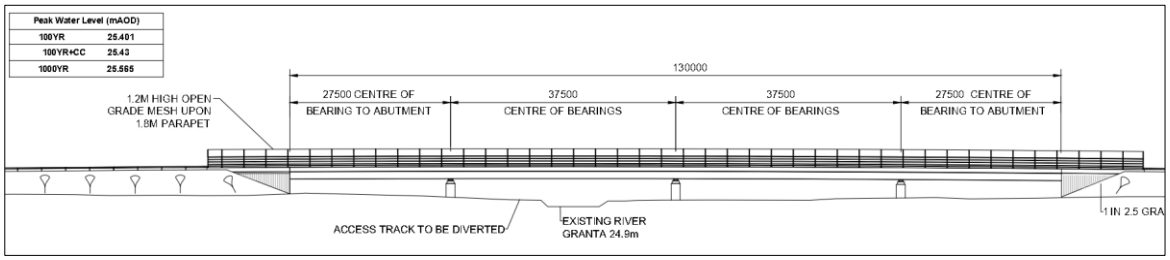
8.2.11 The bridge at Stapleford spans the River Granta and the majority of the river flood zone (an area classified by flood risk from rivers or the sea, as defined by the Environment Agency)(**Flood Zone**). The bridge abutments have been positioned close to the flood boundary to minimise the impact on the storage capacity of the Flood Zone. Flood compensation areas have been identified for the small, displaced volume, which are all located within the landscaped areas of the Scheme. The bridge will be a five span steel and concrete composite viaduct structure. The ends of the bridge will be supported on piled reinforced concrete abutments with in-line wingwalls parallel to the alignment of the bridge. The bridge will be supported on four sets of intermediate piers, each comprising two columns at each pier, on bored piles with a pile cap. It is likely that the columns will support the bridge deck at each pier location by means of a steel diaphragm between the beams.

8.2.12 The bridge has a minimum clearance of 3 m for a 40 m wide corridor to afford landowner access. The abutment heights are set as a minimum of 1.5 m to be maintainable.

8.2.13 At the Babraham crossing, the bridge spans the River Granta, and the abutments are positioned to minimise impact to the Flood Zone of the river. Flood compensation areas have been identified for the small volume of displaced storage. The bridge will be a five span steel and concrete composite viaduct structure.

8.2.14 The ends of the bridge will be supported on piled reinforced concrete abutments with inline wingwalls parallel to the alignment of the bridge. The bridge will be supported on four sets of intermediate piers, each comprising two columns at each pier on bored piles with a pile cap. It is likely that the columns will support the bridge deck at each pier location by means of a steel diaphragm between the beams. The materials for the bridge beams will be determined at the detailed design stage and could include reinforced concrete or weathering steel. Piers are positioned to avoid being located within the River Granta watercourse. The earth approach embankments to the bridge will be landscaped and profiled to minimise the visible exposed concrete. Figure 10 Elevation of the proposed River Granta (Babraham) Crossing Bridge (all dimensions are in mm) shows the elevation of the River Granta (Babraham) Crossing Bridge.

**Figure 10 Elevation of the proposed River Granta (Babraham) Crossing Bridge (all dimensions are in mm) [CD1-12-08, page 10]**

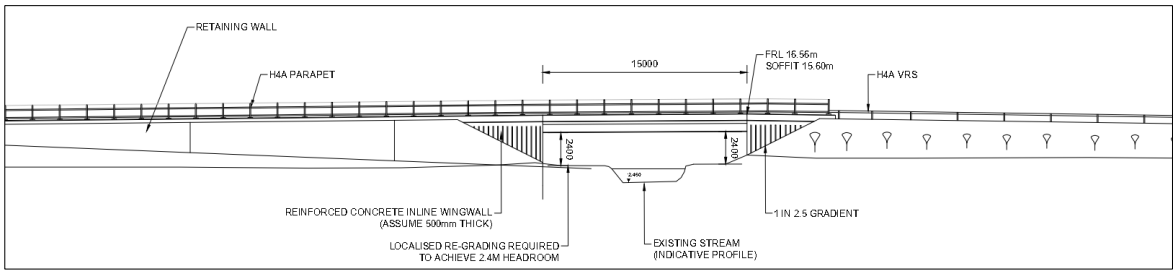



**Hobson's Brook Bridge**

8.2.15 Shown in Figure 11, Hobson's Brook Bridge (Structure 4) will be a single span integral structure with a deck formed from pre-cast pre-stressed concrete beams with an in-situ reinforced concrete deck supported on piled reinforced concrete abutments. The bridge will have a clear span of 15 m and be 14.4 m wide. There will be a minimum clearance from the underside of the deck to the ground of each side of the brook of 2.4 m to facilitate the pedestrian footpath under the bridge to access the existing track on the eastern side. On each side of the bridge there will be reinforced concrete wingwalls with earth approach embankments. At the northwest

approach a reinforced concrete ramp structure will connect the Emergency and Maintenance Access Track to the existing Nine Wells LNR access path. The access ramp will cut into the bridge embankment and will be supported by a concrete retaining wall. The bridge deck, wingwalls and ramp will be protected with 1.8 m high H4A containment parapet due to the proximity of the railway line on the west side.

**Figure 11 Elevation of the proposed Hobson's Brook Bridge [CD1-12-08, page 2]**

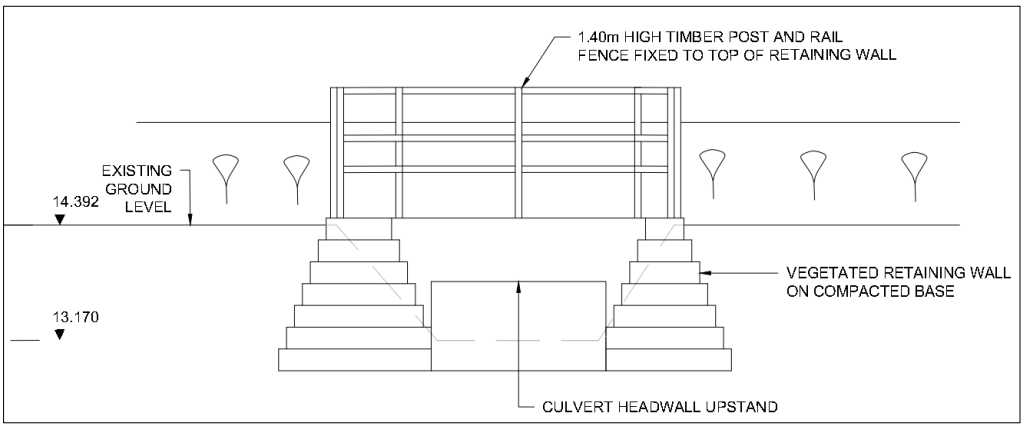



**Culverts**

8.2.16 There are four culverts (Structures 1 / 2, 3, 5, and 7) proposed along the Scheme, to carry the Guided Busway and Emergency and Maintenance Access Track over three small unnamed watercourses. Structure 1 / 2, and 3 are all located just south of Addenbrooke's Road. Shown in Figure 12, structure 1 / 2 comprises a culvert which carries the Guided Busway (Structure 1) and a farm access track (Structure 2) across a drainage ditch. The culvert will be a rectangular concrete box culvert measuring 45 m long, 1 m high, and 2 m wide. Figure 12 shows the proposed elevation of the culvert.

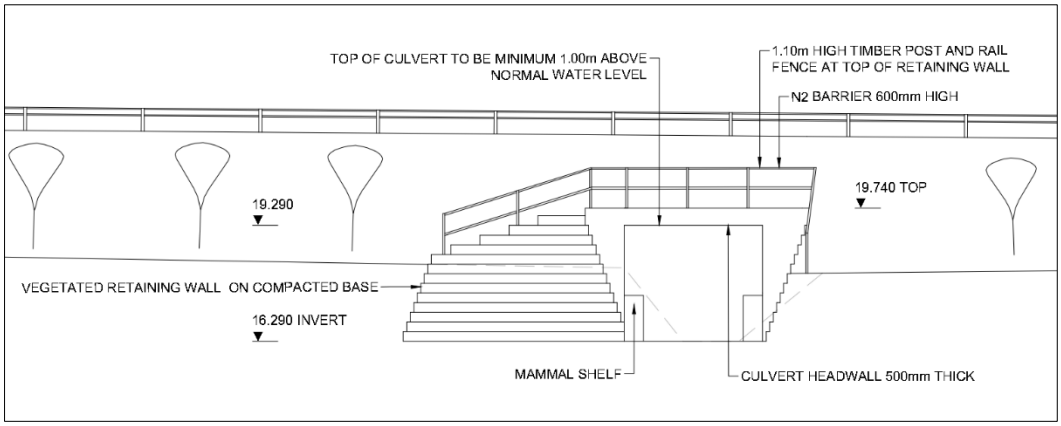
8.2.17 Structure 3 will be a lightweight footbridge of either timber, composite, or glass fibre construction, located just east of Structure 1 / 2 over the same unnamed watercourse. The design for this structure will be similar to the existing DNA Cycle Path footbridge over Hobson's Brook.

**Figure 12 East elevation of Structure 1 / 2 [CD1-12-08, page 7]**



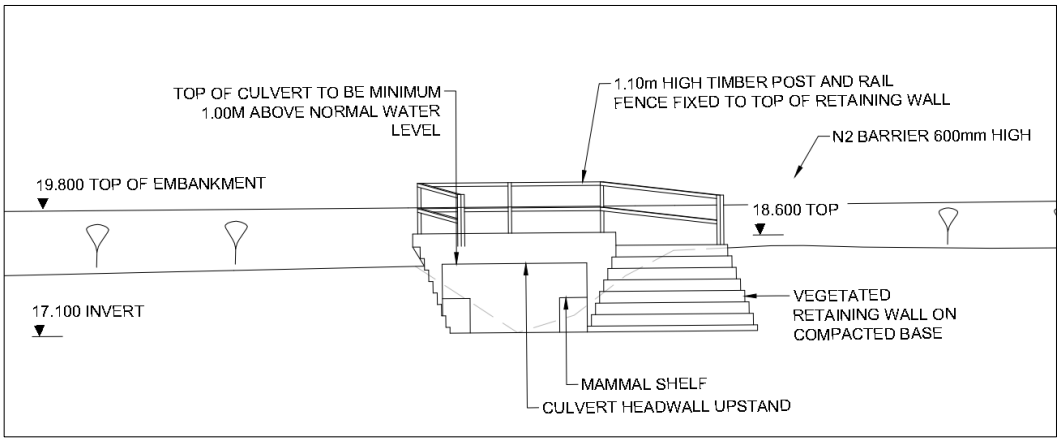

8.2.18 Shown in Figure 13, Structure 5 is located within the northern earth embankment leading up to the River Granta (Stapleford) Crossing Bridge. It is a concrete box culvert with mammal ledges measuring 40 m long, 4.5 m wide, and 3 m high.

**Figure 13 East elevation of Structure 5 [CD1-12-08, page 8]**




8.2.19 Shown in Figure 14, Structure 7 is located south of the southern embankment of the River Granta (Stapleford) Crossing Bridge and carries the Guided Busway over a small unnamed watercourse. The structure will be a concrete box culvert with mammal ledges measuring 31.2 m long, 4.5 m wide, and 1.5 m high. Figure 14 shows the proposed elevation of the structure.

**Figure 14 North elevation of Structure 7 [CD1-12-08, page 9]**



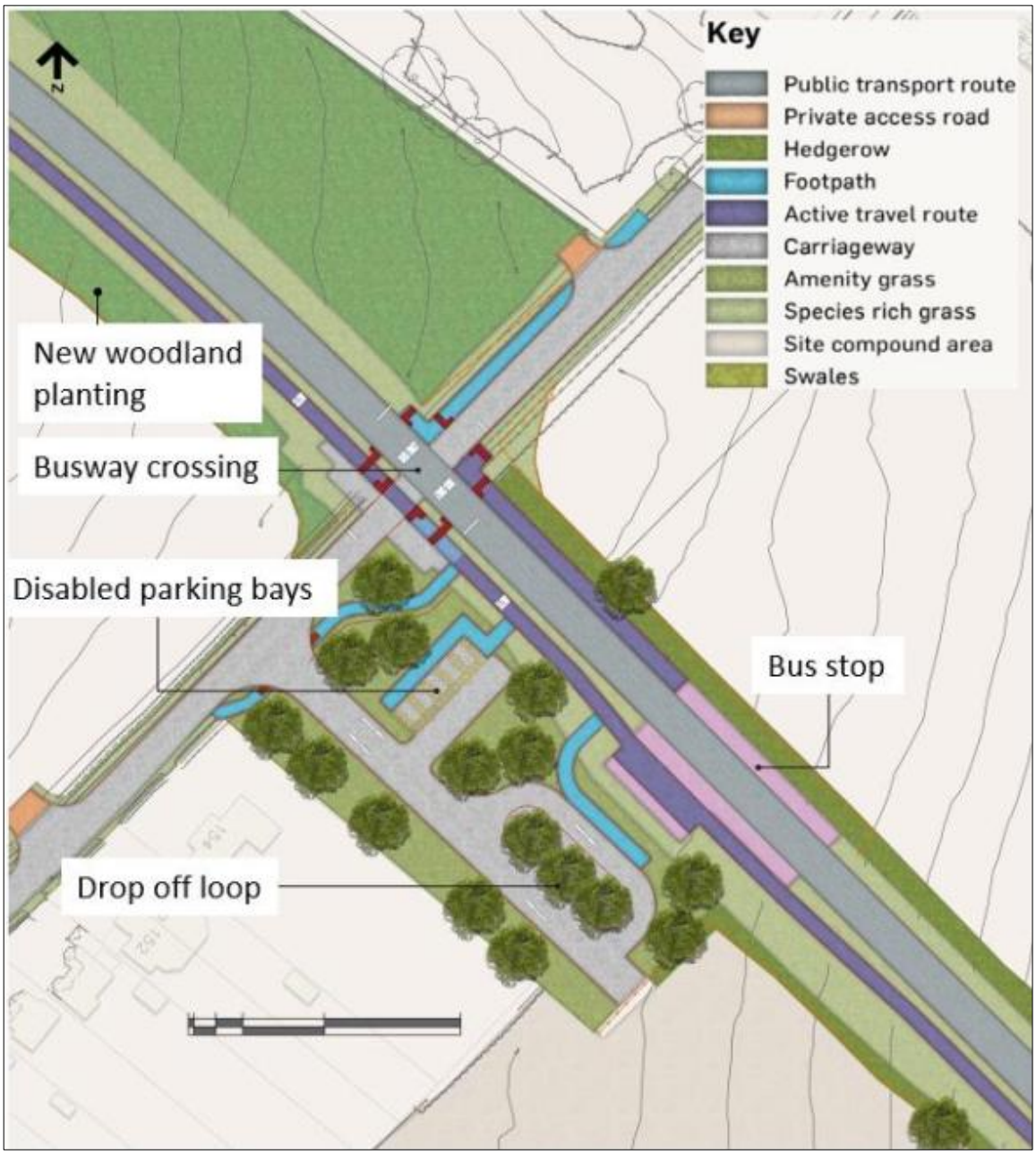

**Bus stops**

8.2.20 There are three intermediate stops with mini-interchanges along the Guided Busway route, as it travels from FCA to the Travel Hub. These are located on the outskirts of Great Shelford on Hinton Way, Stapleford on Haverhill Road and Sawston on Babraham / Sawston Road.

**Great Shelford**

(a) Shown in Figure 15, the bus stop at Great Shelford will be primarily for the residents of Great Shelford. It will contain waiting shelters for passengers as well as extra space for the passenger waiting shelters to be lengthened in the future if required. The mini-interchange will contain cycle parking provision as well as 5 blue badge bays for disabled parking with a drop-off/pick-up loop for passengers.

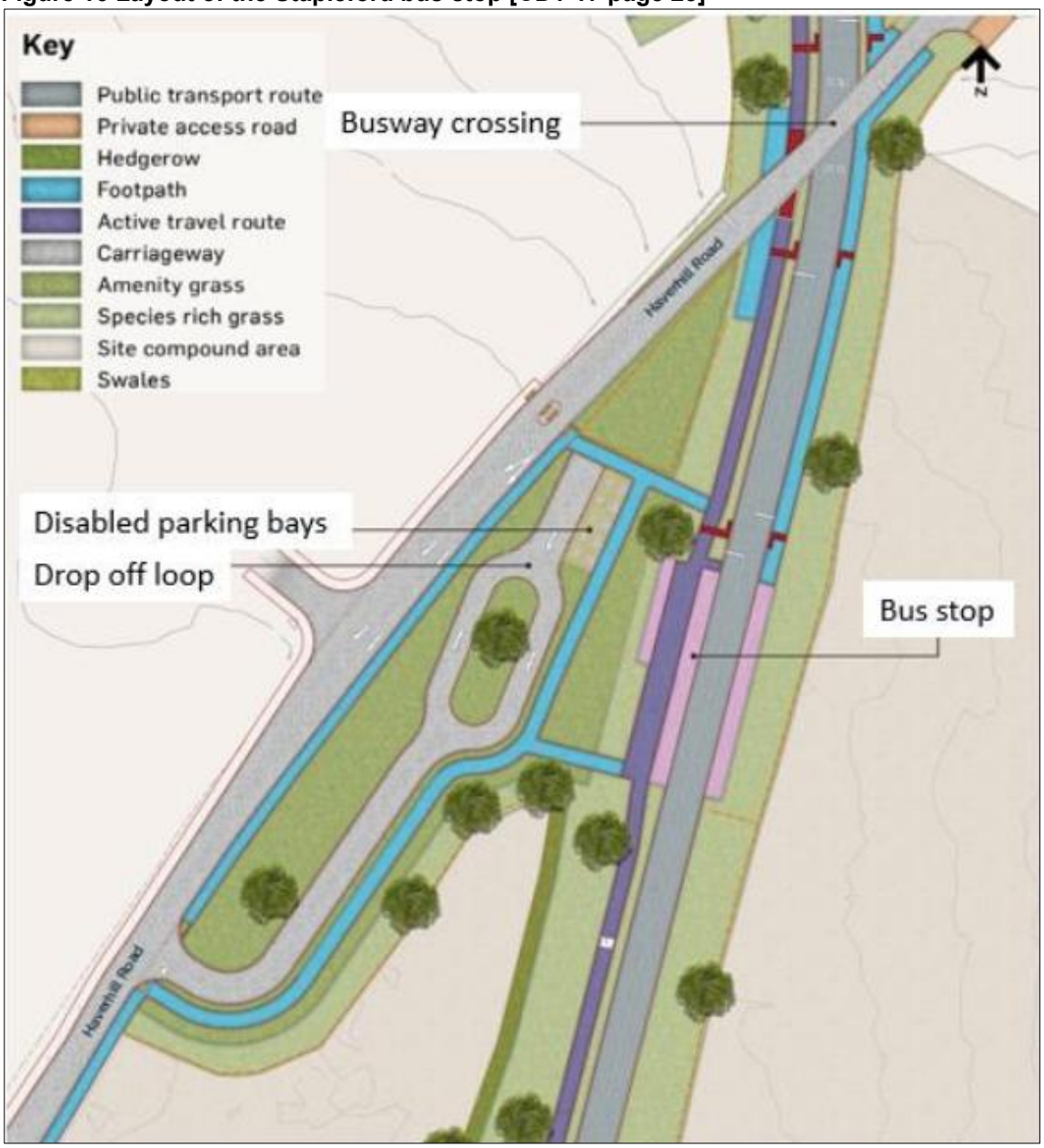
**Figure 15 Layout of the Great Shelford Bus Stop [CD1-17 page 21]**



**Stapleford**

(b) Shown in Figure 16, the bus stop at Stapleford will contain waiting shelters for passengers as well as the provision of extra space for the stops to be extended in the future if required. Next to the stops there will be cycle parking provision in the form of cycle stands and storage. At the mini-interchange, 5 blue badge disabled parking spaces will be provided and there will be an area for drop-off/pick-up set downs. Controlled crossings for the Emergency and Maintenance Access Track crossing Haverhill Road are provided along with space for an equestrian crossing. For the Guided Busway, a signalised junction is proposed.

**Figure 16 Layout of the Stapleford bus stop [CD1-17 page 25]**

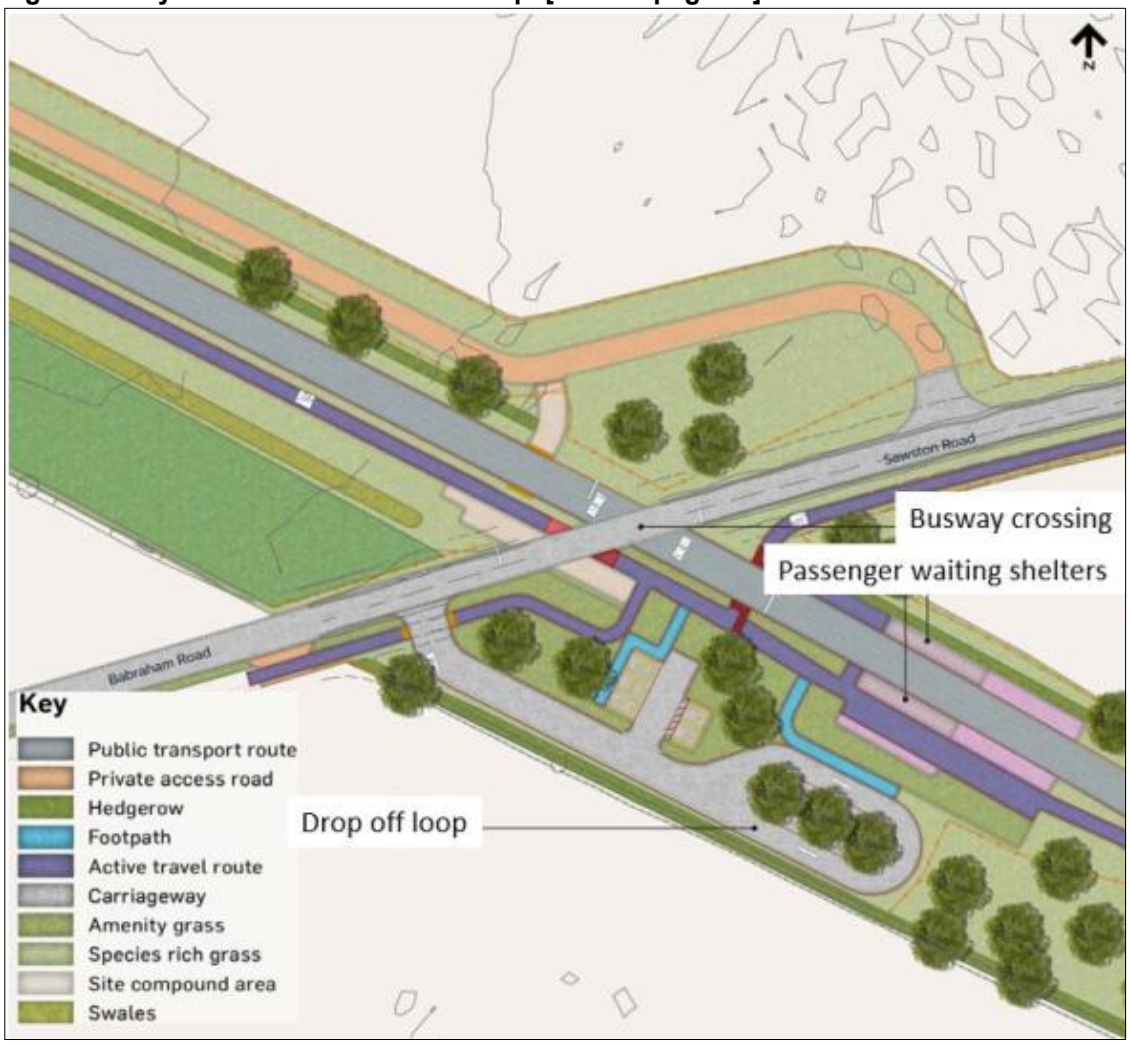



**Sawston**

(c) Shown in Figure 17, the Sawston mini-interchange stop will contain waiting shelters for passengers as well as the provision of extra space for the stops to be extended in the future if required. Next to the stops there will be cycle

parking provision in the form of cycle stands and storage. At the mini-interchange, 5 blue badge parking spaces will be provided and there will be an area for drop-off/pick-up set downs. Controlled crossings for the Emergency and Maintenance Access Track crossing Sawston/Babraham Road are provided along with space for an equestrian crossing. For the Guided Busway, a signalised junction is proposed.

**Figure 17 Layout of the Sawston bus stop [CD1-17 page 38]**




8.2.21 **Travel Hub**

(a) Shown in Figure 18, the Travel Hub provides 1,250 parking bays. It has been designed to minimise interaction between bus vehicles and other users, so the buses leave and enter the Travel Hub via the Guided Busway route, whereas all other traffic uses the aisle and access roads to move around the car park. The Travel Hub is split into three areas, a northern car park, a central car park and a southern car park. There are separate tree-lined pedestrian routes through the Travel Hub, between the parking areas and the waiting area. A public footpath linking Babraham and Great Abington, via an existing footbridge over the A11, passes through the centre of the Travel Hub and will be retained and incorporated into the design.

(b) The Travel Hub includes the following:

(i) 1,250 parking spaces which includes:

(A) 1,117 standard car park spaces;

(B) 62 accessible Blue Badge spaces;

(C) 62 electric vehicle charging spaces;

(D) 9 staff only/service spaces;

(ii) 10 coach bays;

(iii) 29 designated drop-off bays; and

(iv) 20 motorcycle parking spaces.

(c) The first three rows in the northern car park area are proposed to be 'solar car ports' where parking will be located under photovoltaic (**PV**) panels. The PV panels will be mounted on a structure above the parking spaces which will not alter the dimensions of the parking spaces. Initially, 196 spaces will be covered by the PV panels but the Travel Hub site will have ducting to allow future expansion of the solar car ports.

(d) Initially it is planned that the Travel Hub will have 188 cycle parking spaces as follows:

(i) 38 covered cycle stand spaces with 10 oversized cycle spaces;

(ii) 80 two tier cycle parking spaces; and

(iii) 70 cycle parking lockers[8].

(e) A small building in the central area will provide a covered waiting area for all passengers, toilets and maintenance facilities. Access into the Travel Hub will be from a new roundabout junction on the A1307 and a short access road. Figure 18 shows the layout of the proposed Travel Hub.

[8] Cycle parking lockers function like velo boxes, providing fully enclosed and secure storage for bicycles as opposed to open unenclosed cycle parking spaces and covered cycle stands which are sheltered by canopies.

**Figure 18 Plan of the proposed A11 Travel Hub [CD1-17 pages 54-55]**

**Drainage strategy**

8.2.22 The Scheme proposes a combination of Sustainable Drainage Systems (**SuDS**) along the route. The surface water runoff from the road and footway is proposed to be conveyed within swales and filter drains for the purpose of close to source primary treatment. This would treat the runoff as it passes over the filter strip and through the filter material. Infiltration at shallow depths is not feasible therefore the filter drains and swales will be used for conveyance only. Surface water runoff conveyed via swales is to discharge to ponds or directly into the River Granta and ditches associated with the river along the route. This ensures that surface water is contained and managed close to source and following the topography of the route. Ground conditions are not suitable for infiltration at shallow depths. Outlined below are summaries of some of the main types of SuDS that may be applied to the route, outlining the main benefits and constraints to their application and sustainability for the Scheme.

**Table 3 Assessment of types of SuDS systems [CD19-02]**

| Component type | Feasible | Ranking in the SuDS hierarchy | Additional comments |
|---|---|---|---|
| Basins and ponds | ✓ | Most sustainable | Ponds are proposed at the low points along the route to allow surface water conveyed via the swales to be attenuated. These are proposed along the route. |
| Filter strips and swales | ✓ | Most sustainable | Lined filter strips and conveyance swales are proposed adjacent to the route and within the linear park to collect surface water and discharge it to the ponds. These are proposed along the route and in the Travel Hub area. |
| Pervious pavements | ✓ | Most sustainable | Permeable pavements have been proposed within parking bays in bus stop areas along the route and within the Travel Hub. This will be reviewed at the next design stage accounting for revised CCC Surface Water Drainage Guidance for Developers [**CD19-04**] and if required extents of pervious pavements would be extended. It is considered that this method would be of limited benefit from an infiltration perspective due to the underlying ground conditions, however, the system could still be used and the sub-base utilised as a form of attenuation which could make a reduction to the overall run-off and storage requirement for the site. |
| Storage crates | ✓ | Least sustainable | Where the developable footprint is constrained, then storage crate systems could be advantageous. These systems can be provided below ground in the car parking bays before being discharged to ponds with soakaway boreholes located within the site. The current proposals would be reinvestigated against CCC Surface Water Drainage Guidance for Developers [**CD19-04**] accounting for Climate Change factors in the next design stage and if required, requirement for Storage Crates would be evaluated. |
| Oversized pipework | × | Least sustainable | Oversized pipework is only considered for attenuation volumes of <200m$^3$, and so has not been considered as a viable option for the route. |
| Surface storage | ✓ | Least sustainable | It is proposed that the areas within the carriageways are utilised for the safe management of flows on the surface for exceedance events only. The proposed drainage solutions are sized up to the 1 in 100-year storm event + 40% CC. This would be reviewed at the next design stage when proposed external levels are finalised. |

## 8.3 Summary

8.3.1 For the Guided Busway route, given the anticipated ground conditions on site, it has been determined that infiltration is unlikely to be suitable. It is proposed the route will utilise a combination of filter drains, swales, permeable pavements, and ponds to manage runoff.

8.3.2 The proposed Guided Busway is divided into six sections. Section 1, i.e., FCA is approximately 630m long in total with a 10m wide carriageway and 1.5m wide footways on either side. For FCA, surface water runoff from the road and footway is proposed to be collected and conveyed using carrier drain, filter drain, slot drain and ditches to the existing attenuation basins.

8.3.3 The surface water discharge rate into the ponds will be restricted to a maximum of 2 l/s/ha using a flow control device. The full length of the route from Section 2 to Section 6 is divided into eight catchments. This catchment division is based on the high and low points along the route and the availability of outfall locations.

8.3.4 It is proposed that the required surface water attenuation will be provided using a combination of filter drains, permeable pavements, conveyance swales and ponds. This is based on the maximum storage required which is estimated by considering the Flood Studies Report rainfall, the impermeable area of the catchment, and the maximum allowable discharge including an additional allowance of 40% for climate change. Based on the storage assessments, the requirement for ponds will be assessed at the next design stage.

8.3.5 If the available storage from the proposed filter drains, swales and permeable pavements is observed to be greater than the storage requirement, then ponds will be omitted. Alternatively, carrier pipes will be proposed to accommodate the storage requirement.

## 8.4 Public Right of Way Proposal

8.4.1 The proposed Emergency and Maintenance Access Track is designated as public right of way (**PROW**) throughout the length of the Scheme. Additional PROWs proposed as part of the Scheme are listed below:

(a) A new permissive cycle track is proposed between South of Addenbrooke, connecting the existing DNA Cycle Path, to Granham's Road.

(b) A new bridleway is proposed between Granham's Road to Babraham High Street.

(c) A new permissive cycle track is proposed between Babraham High Street and the Travel Hub.

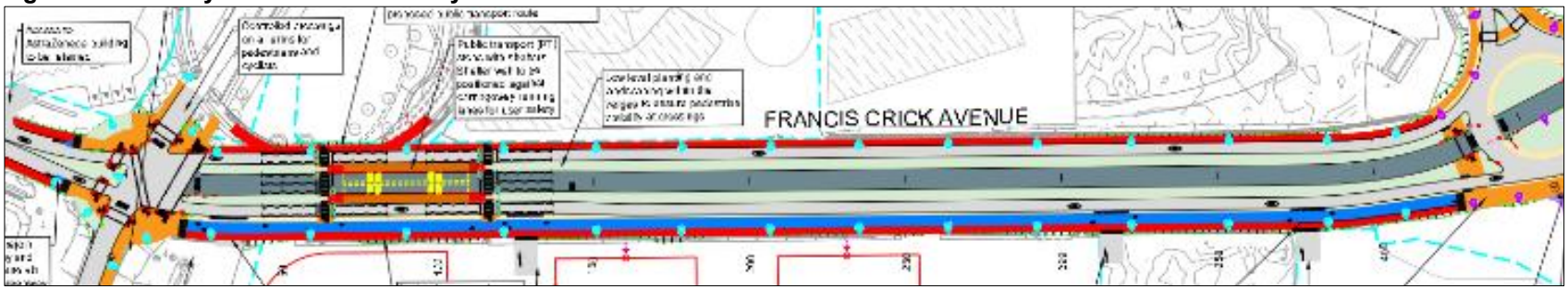
(d) The existing PROW's crossing the Scheme are proposed to be realigned within the red line boundary to ensure user's safety while crossing the Guided Busway. The PROW proposals are demonstrated in 5212868-ATK-GEN-WHL_AL-DR-CH-000001 to 000016_PROW and TRO Plan Layouts [**CD1-11.04-CD1-11.06**].

## 8.5 Design Amendments Post Stakeholder Consultation

### Francis Crick Avenue (FCA)

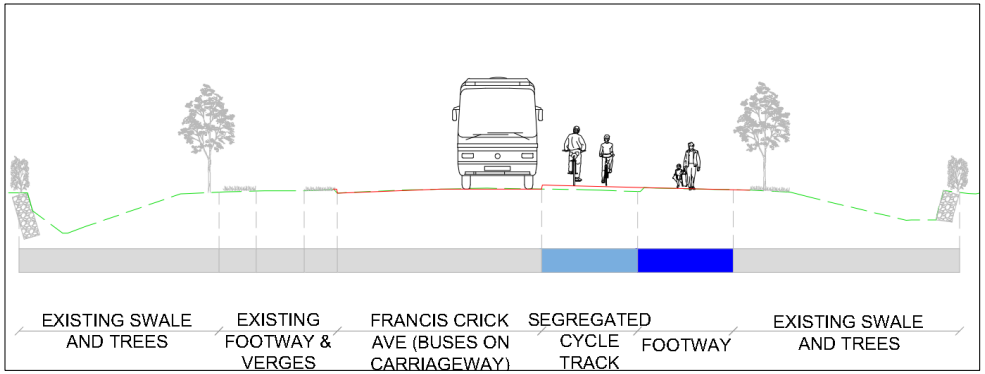
(a) The Initial layout of FCA (**Figure 19)** had a busway in the centre of the corridor with vehicular carriageway, cycle track and footway on either side which required a substantial land take on both sides and caused significant disruption to the existing infrastructure.

**Figure 19 FCA Layout 2022 Version Layout**




(b) Further to stakeholder consultation, the layout was amended to reduce disruption to the existing infrastructure by revising the layout to consist of a two-way cycle track on the western side of the FCA (Figure 20) with the existing carriageway to be used by Buses with Priority north bound on the roundabout to access FCA.

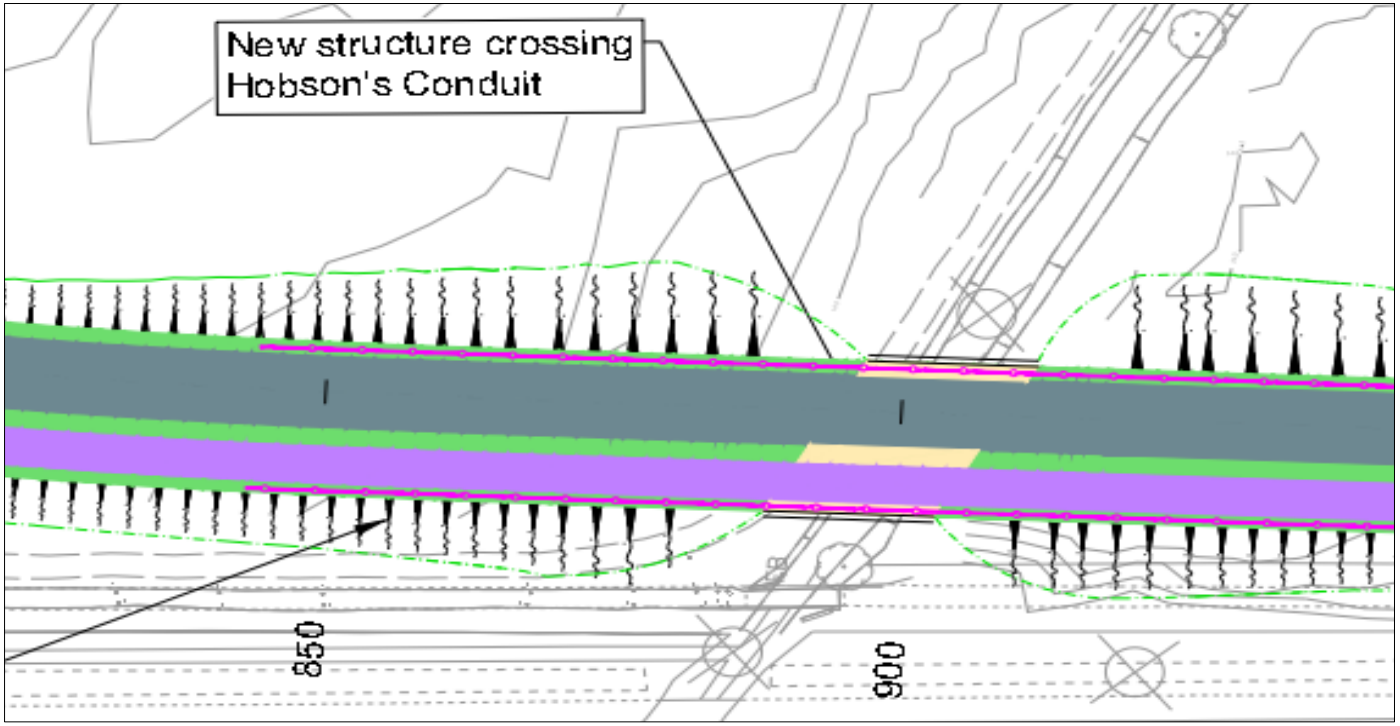
**Figure 20 FCA proposal with Segregated Cycle Track and Footway on Western Side [CD1-12.07, page 2]**



**Pedestrian Access at Hobson's Conduit Bridge**

(c) The initial CSET2 layout at the Hobson's Conduit Bridge (**Figure 20)** had plans to segregate the existing pedestrians from the CSET2 Corridor.

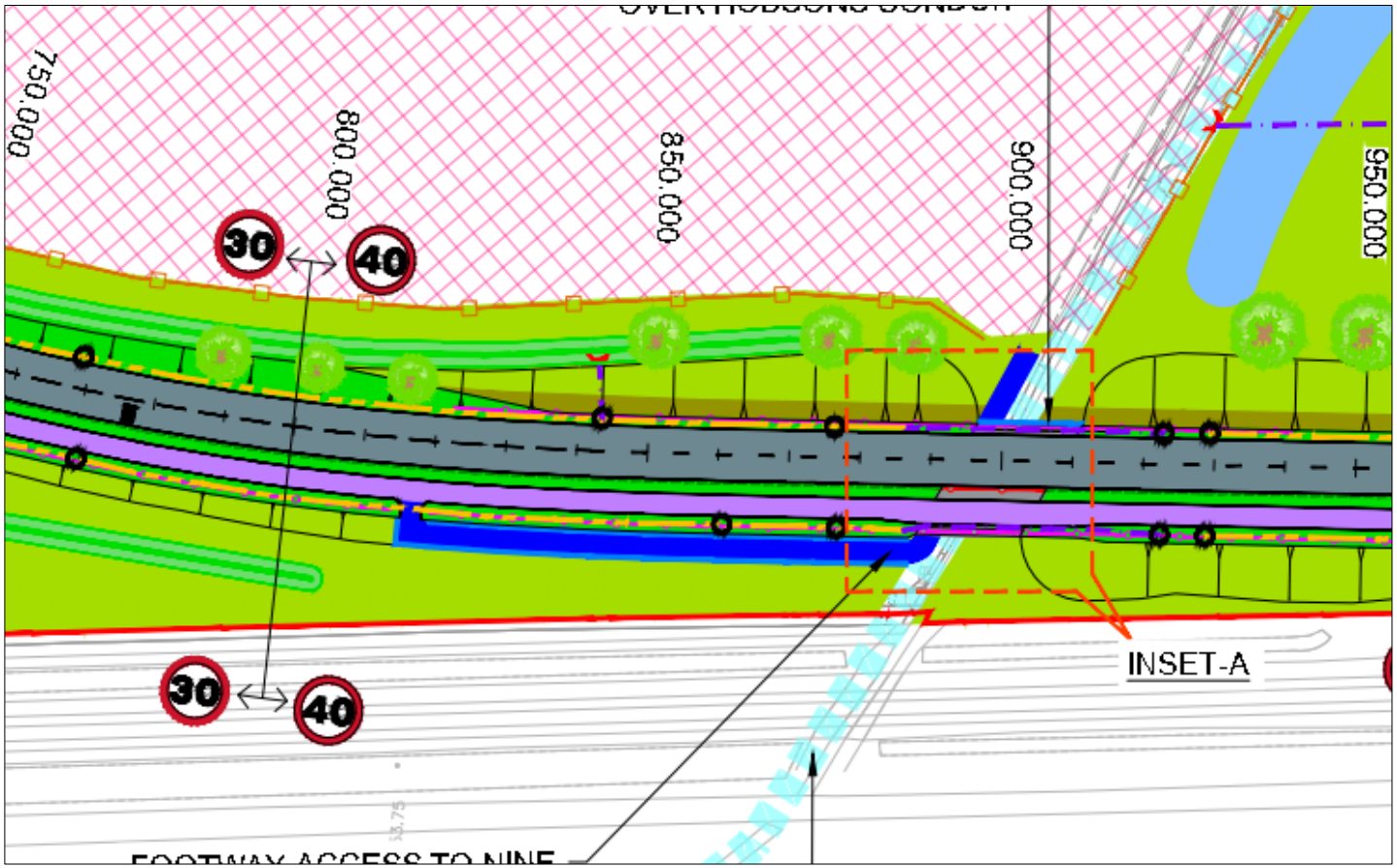
**Figure 21 Hobson's Brook Design Layout (2022 Version Layout)**




(d) Further to discussions with the Hobson's Trust on the layout, the CSET2 corridor was revised as shown in Figure 21. The footway connection is proposed from the CSET2 Emergency and Maintenance Access Track on the western side of the corridor to the existing pedestrian tracks on the eastern side crossing the bus-way below the Hobson's Conduit bridge with a 2.4m vertical clearance. The footway connection is shown in dark blue in Figure 22.

(e) The landscape areas and tree plantation have also been designed for visual screening as requested by the trust.

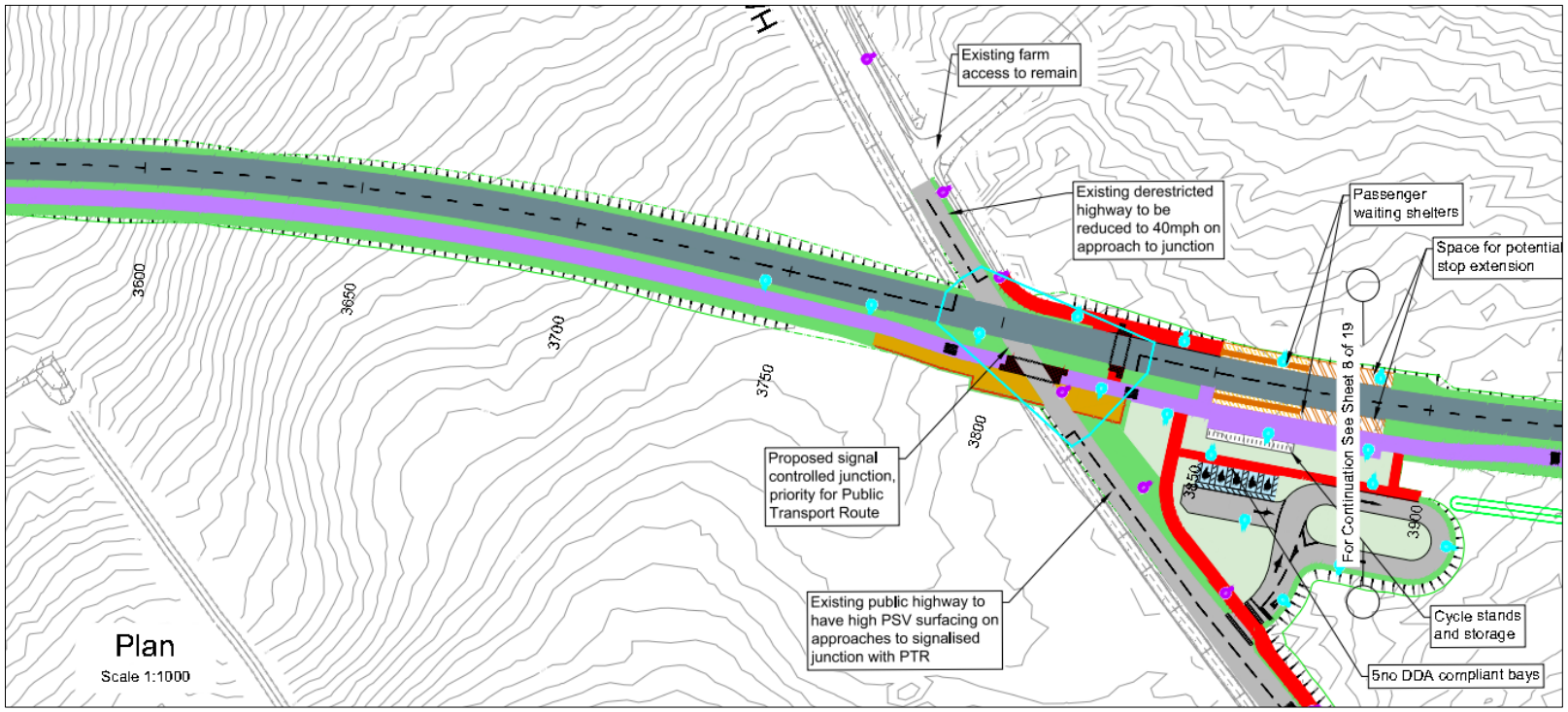
**Figure 22 Plan of the Amended Layout at Hobson's Brook (2025 Version Layout) [CD1-12.05, page 3]**




**Alignment Amendment at Rangeford Retirement Village**

(f) A realignment of CSET2 was undertaken at Stapleford when, in December 2020, the Planning Inspectorate approved a residential care village on land adjacent to Haverhill Road.

**Figure 23 CSET2 Alignment before Rangeford Retirement Village Approval**




(g) The retirement village was sited on the initial location of CSET2 and therefore an alternative route alignment has been proposed including a pedestrian access to the retirement village and farm vehicle access from the retirement village to the Country Park.

(h) The revised CSET2 2020 alignment is shown in

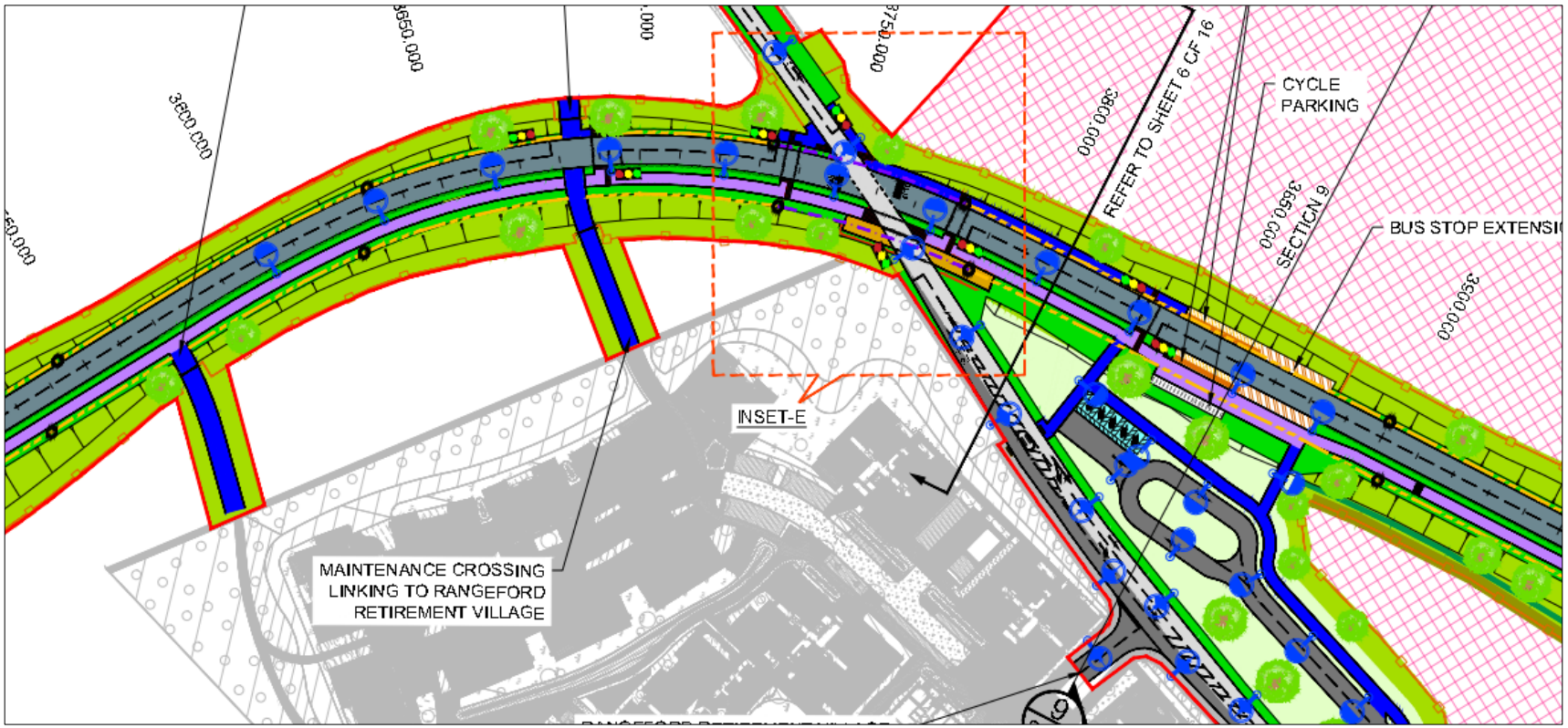
**(i)** Figure **23** and the realignment with the amendments to the bus stop layout is shown in

**(j)**

**(k)**

(l) **Figure 24**.

**Figure 24 Plan of the Amended Layout for Rangeford Retirement Village (2022 Version Layout) [CD1-12.05, page 8]**



## 8.6 Construction

8.6.1 Construction is anticipated to commence in 2027and continue over approximately three years, for a scheme opening in 2029. The design elements of the Scheme are detailed in the ES main report (**ES Main Report**) Chapter 2 [**CD1-10.02, page 13**] and within the Design and Access Statement [**CD1-17**], with key points summarised as follows:

(a) The Guided Busway starts at the southern end of FCA, at its roundabout junction with Addenbrooke's Road. It curves south-westwards towards the West Anglia Mainline, and then curves south as it approaches the railway, running parallel with the railway.

(b) It then joins with the diverted cycle track between the CBC and Great Shelford. It continues south, crossing Hobson's Brook, before turning south eastwards around the northeastern fringes of Great Shelford, crossing the highways of Granham's Road and Hinton Way.

(c) The Guided Busway continues in a south easterly direction around Stapleford before curving southwards as it crosses the highway of Haverhill Road and continuing on to Sawston. As the Guided Busway approaches Sawston, it crosses the River Granta and curves eastwards to pass around and adjacent to the northeastern outskirts of the village before crossing Babraham / Sawston Road.

(d) Continuing in a south easterly direction, the Guided Busway crosses High Street south of Babraham before curving eastwards, and slightly to the north, crossing the River Granta and on towards the Travel Hub located near to the A1307/A11/A505 road junction south east of the village of Babraham.

(e) Guidance technology is proposed for the Guided Busway. It is an advanced automated system which uses sensors to control the bus alignment while the bus driver controls the speed of the bus. An Emergency and Maintenance Access Track which runs alongside the Guided Busway will provide access along the entire length of the segregated Guided Busway for any required maintenance activities and act as an emergency refuge for passengers and staff during any incidents. The Emergency and Maintenance Access Track is also designed as a multi-user facility to be shared by pedestrians, cyclists and, for part of the route, horse riders for commuter and recreational purposes.

(f) There are seven proposed new structures to carry the Guided Busway over existing watercourses, including two bridges over the River Granta, one bridge over Hobson's Brook, and one small footbridge and three culverts over small unnamed watercourses and field ditches.

(g) There are three intermediate stops along the Guided Busway route, as it travels from FCA to the Travel Hub. These are located on the outskirts of Great Shelford on Hinton Way, Stapleford on Haverhill Road and Sawston on Babraham / Sawston Road. Access into the Travel Hub will be from a new roundabout junction on the A1307 and a short access road.

8.6.2 The drainage system of the Scheme has been designed in accordance with advice from the Lead Local Flood Authority, the Environment Agency and other relevant stakeholders, to utilise SuDS and discharge in line with the drainage hierarchy throughout the Scheme. The physical extent of the Scheme will include necessary mitigation in accordance with the adopted landscape strategy which implements various mitigation measures to minimise or compensate for predicted adverse effects to landscape, visual, and ecological receptors.

8.6.3 **Compounds and construction access**

(a) Six compound locations are proposed along the route for the delivery of the works. These compounds are strategically placed to be capable of being used for up to 2 or 3 phases of works.

(b) Health and safety, as well as programme delivery considerations, require the compounds to be within an equitable[9] distance of the works area. By spacing the compounds along the route, the environmental impact on any single area is reduced, avoiding the concentration of construction traffic and material distribution in one hub.

(c) This approach, along with the use of permitted routes (as outlined in Section 9 of the Code of Construction Practice (**CoCP**) Rev G [**CD1-10.07, page 23**]), will mitigate the overall impact of the project and distribute the burden across the six compounds and their approved access routes.

(d) Additionally, this strategy will minimise travel times to acquire materials, thus reducing carbon emissions, excessive noise, and congestion on the local highway network. There will be no need to close any access routes to public vehicles during the project. It will also prevent bottlenecking of deliveries to one main compound and spread site traffic across the entire project, reducing localised congestion. Siting and storing materials closer to workfaces will negate the need to haul materials between phases, which would otherwise strain the road network.

(e) All proposed compounds and construction access is covered in Section 8 and 9 of the CoCP Document Rev G [**CD1-10.07, pages 16-25**].

8.6.4 **Sequencing/programme**

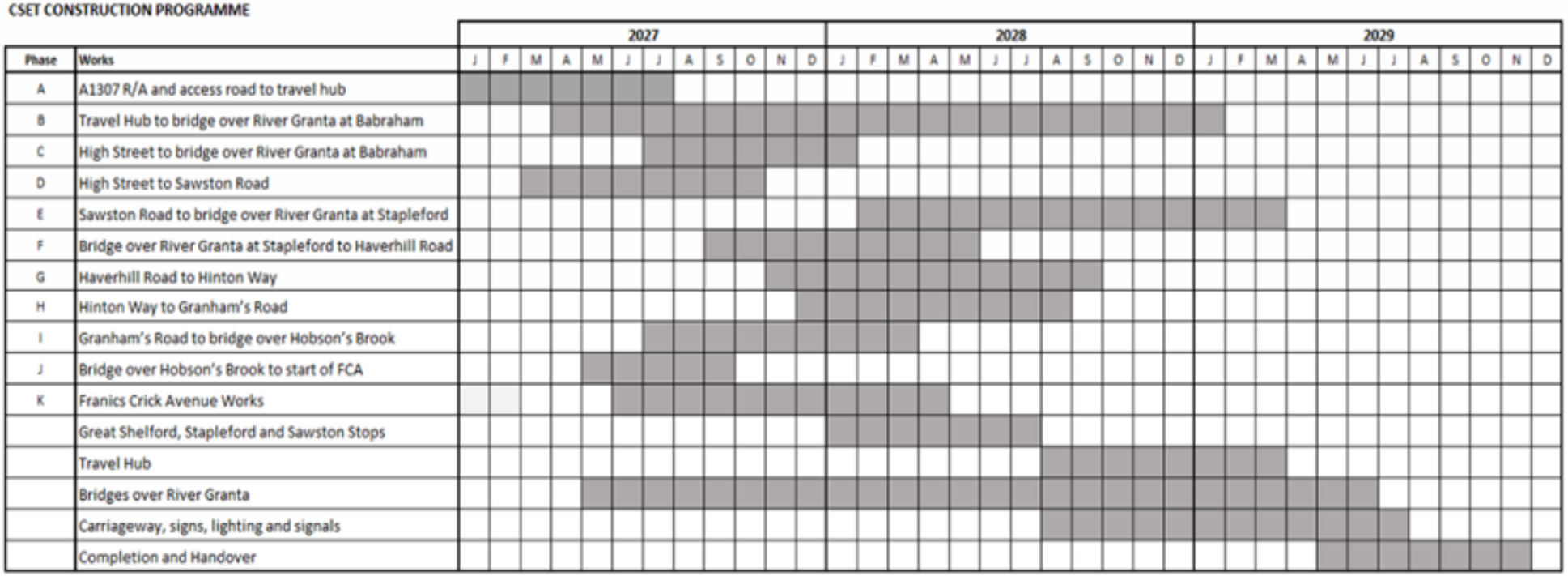
(a) For the delivery of the works, the route has been broken down into 10 phases of works (named Phases A to J) with the 11th phase (Phase K – FCA) due to be delivered in advance of the main works.

(b) The phases of works are divided as shown in Appendix D of the COCP Rev G document [**CD1-10.07, page 45**], but in summary are broken down into areas of works that are either dissected by an existing feature (i.e. an intersecting road or watercourse) and / or a new feature of the route (e.g. the Travel Hub).

8.6.5 The proposed sequence and programme of works will be developed fully in the construction stage. Within Appendix B of the CoCP Document Rev G is a high level of the proposed programme [**CD1-10.07, pages 40-42**]. Table 2.1 of the document is copied below for further reference [**CD1-10.07, page 7**].

[9] 15 mins of one-way travelling or travelling of less than 1km on foot

**Figure 25 Construction Programme[10] [CD1-10.07, page 7]**




[10] Item K has been delivered as part of early works and is currently scheduled will be delivered by 2027. However, some CSET2-related works (e.g. on the roundabout) may still follow the schedule shown in Figure 25.

## 8.7 Operation

8.7.1 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.

8.7.2 Developments in vehicle 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.

8.7.3 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 guideways[11].

8.7.4 Full details of the guidance technology and vehicle design for the Scheme have not been fully defined at this stage of the project.

8.7.5 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.

8.7.6 Through a combination of advanced Radio Detection and Ranging (Radar), Light Detection and Ranging (LiDAR), Global Positioning Systems (GPS) and Camera technology the vehicles will navigate their environment with unprecedented precision, 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 as lane keeping assist.

8.7.7 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.

8.7.8 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. Trials conducted between 2023 and 2025 include five autonomous single deck vehicles running between Fife and Edinburgh across the Forth Road Bridge. The

[11] Section 2 of the TWA 1992 [**CD4-08**] 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 the1992 Order [**CD4-15**]. The Transport and Works (Guided Transport Modes) (Amendment) Order 2022 [**CD4-16**] 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:

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

outcomes of and lessons learnt from these trials will be considered in the adoption of technology for the Scheme.

8.7.9 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 the vehicle's speed.

## 8.8 Costs

8.8.1 Details on the cost of the Scheme are presented in the Financial Dimension Addendum [**CD1-22**]. Scheme costs are prepared in Q4 2022 prices, with inflation (as per the Building Cost Information Service tender price indices) applied.

8.8.2 The estimated total cost of the Scheme is £160,989,017. This includes project cost of £8,000,000. Risk has also been accounted for, with a confidence level of P80[12] risk applied. 33% of the total cost (£53,126,376), including early material purchase, will be spent in the first year of construction. 50% (£80,494,508) and the remaining 17% (£27,368,133) of the total build cost will be incurred in the second and third year respectively [**CD1-22**].

8.8.3 In March 2024, the then Secretary of State for Levelling Up, Housing and Communities granted £7.2m[13] to progress the Order [**CD11-11, page 51, paragraph 3.26**]. This included funding to submit the Application and to meet the costs of the FCA Early Works, which will facilitate implementation of the Scheme. By a letter dated 8 September 2025 [**CD14-01]**, Homes England, the government's housing and regeneration agency, confirmed it had allocated £160,989,017 (the estimated total cost of the Scheme as set out above) of recoverable funding to be made available to the Applicant to finance construction of the Scheme. This funding is being made available under the Home Building Fund Infrastructure Loan (HBF-IL) programme. The funding is subject to (i) confirmation that all necessary consents have been secured; (ii) Full Business Case approval; and (iii) entering into a Funding Agreement. Accordingly, the Applicant can finance delivery of the Scheme in full and there is no funding impediment to it proceeding.

# 9. SCHEME BENEFITS

## 9.1 Benefits of the Scheme

9.1.1 The benefits the Scheme is expected to deliver are well-aligned with the identified issues detailed in Section 7 and the Planning Statement [**CD1-15.01, pages 77-78**]. The Scheme will:

(a) address the unequal availability of public transport from all directions into Cambridge and its key employment sites;

(b) address the limited public transport options from the south east of Cambridge to key destinations in Greater Cambridge (including Cambridge city centre and the CBC) which currently constrains access to employment, educational and leisure opportunities for its current and future residents;

(c) invest in transport infrastructure to support the economic growth ambition of Greater Cambridge and its status as a world-leading centre for research, innovation and technology;

(d) alleviate congestion on roads in Central and South East Cambridge, and improve journey times and reliability for car and bus; and

[12] P80 Risk denotes an 80% certainty that project costs will be less than the P80 value.
[13] This is funding within the £161m funding requested for the project and is in addition to the project cost to date.

(e) provide alternative transport options to reduce dependency on emission-intensive modes and support the achievement of net-zero and other environmental targets.

9.1.2 These benefits have been summarised in the Logic Map (shown below in Figure 26) from the Strategic Dimension Refresh [**CD1-20, page 81**] and Planning Statement [**CD1-15.01**]. This illustrates the relationship between the opportunity and constraints, objectives, Scheme inputs / outputs, outcomes and wider impacts.

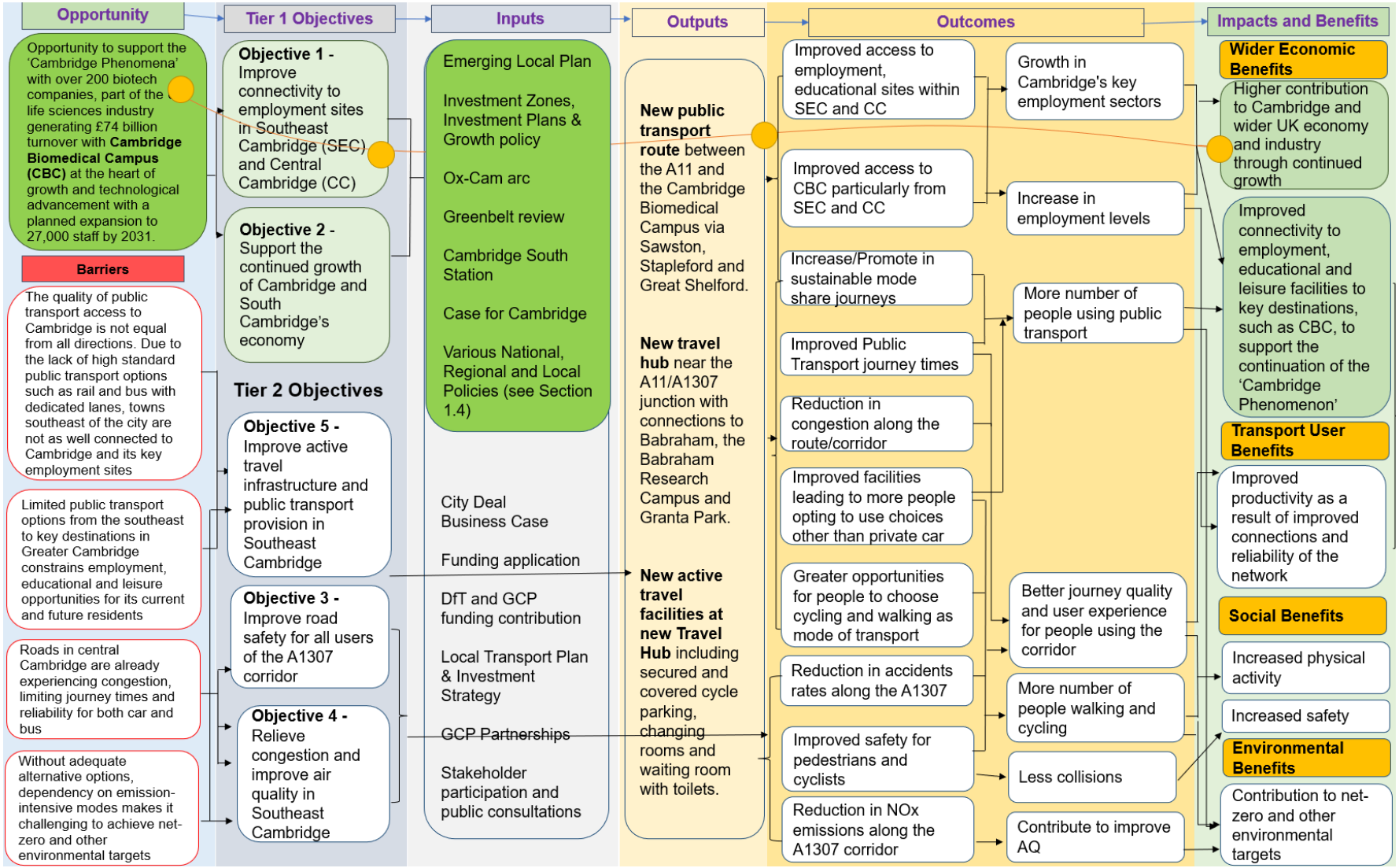
9.1.3 The key outcome of the Scheme is improved public transport access from the south east of Cambridge to the centre of Cambridge to support sustainable economic and employment growth in Cambridge. These objectives are realised through the associated outcomes such as: Modal Shift from private car to public transport and active modes; reduction in traffic congestion; and air quality improvements. These will trigger a chain of benefits for Cambridge.

9.1.4 The quantified benefits of the Scheme are summarised in the Analysis of Monetised Costs and Benefits Table shown in Table 4 and explored in further detail in the following sections.

**Table 4 Analysis of Monetised Costs and Benefits Table [CD1-21, pages 26 and 27]**

| (2010 Prices, discounted) | Total Benefits | TUBA-Journey Time Benefits | Active Mode Appraisal Toolkit (AMAT) |
|---|---|---|---|
| **Congestion benefit** | £230,213.08 | - | £230,213.08 |
| **Infrastructure maintenance** | £1,121.35 | - | £1,121.35 |
| **Accident** | £38,076.10 | - | £38,076.10 |
| **Local air quality** | £1,157.33 | - | £1,157.33 |
| **Noise** | £2,538.41 | - | £2,538.41 |
| **Greenhouse gases** | £16,097.36 | - | £16,097.36 |
| **Reduced risk of premature death** | £2,042,679.02 | - | £2,042,679.02 |
| **Absenteeism** | £401,626.74 | - | £401,626.74 |
| **Journey ambience** | £4,592,340.99 | - | £4,592,340.99 |
| **Economic Efficiency: Consumer Users** | £55,857,000 | £55,857,000 | - |
| **Economic Efficiency: Consumer Users (Other)** | £31,105,000 | £31,105,000 | - |
| **Economic Efficiency: Business Users and Providers** | £47,693,000 | £47,693,000 | - |
| **Wider Public Finances (Indirect Taxation)** | -£9,127,896.79 | -£9,129,361 | £1,464.21 |
| **Present Value of Benefits (PVB)** | **£132,852,953.59** | **£125,525,639** | **£7,327,314.59** |

**Figure 26 Logic Map [CD1-20, page 81]**



9.2 **Strategic benefits**

9.2.1 The Scheme is designed to deliver long-term strategic benefits, reinforcing Cambridge's position as Europe's science capital and a leading hub for innovation and economic growth. The Scheme will:

(a) ease congestion – By offering an efficient public transport alternative, reducing pressure on the A1307;

(b) improve employment accessibility – Strengthening transport links to the CBC, Addenbrooke's Biomedical Campus, Granta Park, and Babraham Research Campus, thereby expanding the labour market for businesses;

(c) support business and research growth – Providing reliable connectivity to encourage investment and expansion in key economic sectors;

(d) enhance environmental sustainability – Reducing emissions by promoting sustainable travel options; and

(e) facilitate housing and infrastructure development – Providing reliable and rapid public transport infrastructure linking existing, planned and potential future housing and employment areas along the proposed route and in the wider area to ensure long term future growth is sustainable and supported by adequate transport infrastructure.

9.2.2 Through transport improvements on the A1307 corridor, the Scheme will contribute to the delivery of a range of City Deal objectives including securing continued economic success of the area, improving air quality, reducing carbon emissions, addressing social inequalities where provision of transport is a contributing factor, delivering wellbeing and productivity benefits on journeys to and from employment.

9.3 **Transport benefits**

9.3.1 The Scheme is expected to improve connectivity, journey time and reliability, and reduce congestion along the A1307, and A1301 corridor. Segregation of the Guided Busway from the road network will reduce journey times and improve journey time reliability for buses. NMUs will benefit from improved connectivity via the fully segregated route along the Emergency and Maintenance Access Track. The TUBA suggests a monetised benefit of travel time savings of £98.83m [**CD1-21, page 9**] while the Active Mode Appraisal Toolkit (**AMAT**) Assessment suggests a monetised congestion benefit of £230,000 [**CD1-21, page 26**].

9.3.2 The Scheme is expected to increase the number of active mode and public transport users through the A1307 corridor by providing the Emergency and Maintenance Access Track running alongside the entire route, which will serve as a multi-user path shared by pedestrians, cyclists and horse riders for commuter and recreational purposes. This will facilitate sustainable Modal Shifts from private car use to public transport and reduce car dependency. Public transport accessibility for employees and visitors of the CBC and for the communities of Haverhill, Linton, Sawston and Great Shelford will be increased. The AMAT Assessment estimates a monetised improvement in journey ambience of £4,592,000 [**CD1-21, page 26**]. Such improved walking and cycling experience is expected to drive more active mode travel, including leisure trips on the walking and cycling route along the Emergency and Maintenance Access Track. An addition of 25 and 174 daily walking and cycling trips respectively is expected based on the observed levels of walking and cycling in FCA [**CD1-21, pages 19-25**].

9.3.3 The Scheme is expected to reduce the number of accidents along the A1307 corridor by alleviating congestion and opportunities of vehicular conflicts. With the reduction in overall vehicle miles forecast in the future years along with segregated

provision of NMUs, a corresponding overall reduction in accidents will be observed across the road network as a result of the Scheme. Fewer injury accidents for NMUs, as well as pedestrians, cyclists and equestrians on commuter and leisure journeys, are expected through provision of the fully segregated and safe route along the Emergency and Maintenance Access Track and the facilitation of reduced total vehicle mileage. The AMAT Assessment suggests a monetised benefit of reduced accidents of £38,000 [**CD1-21, page 26**].

9.3.4 The details of the TUBA are presented in the Economic Dimension Addendum [**CD1-21, page 9**]. TUBA indicates a total PVB of £95.64 million in 2010 prices [**CD1-21, page 9**] comprising the following:

(a) travel time savings: £98.83 million (due to reduction in traffic and associated congestion and delay on the road network);

(b) vehicle operating cost benefits: £5.94 million (due to reduced congestion and fuel use); and

(c) indirect tax revenue: -£9.13 million (negative due to reduced fuel tax from less driving).

9.3.5 The details of the AMAT benefits were presented in the Economic Dimension Addendum [**CD1-21, page 26**]. It indicates a total benefit of £7.33 million including the following:

(a) congestion: £230,213;

(b) accidents: £38,076;

(c) local air quality: £1,157;

(d) noise: £2,538;

(e) GHGs: £16,097;

(f) reduced risk of premature death: £2,042,679;

(g) absenteeism: £401,626;

(h) journey ambience: £4,592,340; and

(i) indirect taxation: £1,464.

## 9.4 Economic benefits

9.4.1 Productivity is expected to increase resulting from improved connections and reliability of the network. The AMAT Assessment suggests a monetised benefit of reduced absenteeism of £401,000 [**CD1-21, page 26**].

9.4.2 The Scheme is expected to drive economic growth. It will increase Cambridge's Gross Domestic Product (**GDP**) contribution to the wider UK economy and industry through improved connectivity and continued growth.

9.4.3 The Scheme is expected to improve connectivity and provide better public transport access to key destinations. It will allow more efficient travel to employment (particularly the CBC), education, and leisure facilities. This supports the growth of CBC's employment and the continuation of the 'Cambridge Phenomenon'.

9.4.4 Benefits to transport users and providers are derived from TUBA to assess their economic value. A total benefit of £134,655,000 will be derived from the Scheme

[**CD1-21, page 14**]. Non-business commuting is expected to receive a net benefit of £55,856,000 from savings in travel time and vehicle operating costs [**CD1-21, page 14**]. A net benefit of £31,106,000 is accrued to non-businesses [**CD1-21, page 14**]. Business users are expected to receive a net benefit of £12,594,000 from savings in travel time and vehicle operating costs [**CD1-21, page 14**]. Private sector providers and other businesses will receive a benefit of £35,099,000 and £47,693,000 respectively [**CD1-21, page 14**].

9.4.5 Wider Economic Impacts [**CD13-13.01**], which cover benefits associated with a transport scheme's tendency to induce agglomeration and increase business to business interaction where industry become effectively closer together, were calculated in the 2020 OBC [**CD1-19**] at a value of £9,206 million.

## 9.5 Social benefits

9.5.1 Social benefits are typically identified as part of the business case process and have been demonstrated under the Social Impact Assessment [**CD1-19.1**].

9.5.2 Journey quality benefits from the new service will reduce driver stress as it allows individuals to park vehicles away from the Cambridge City Centre, reducing the number of vehicles on the city centre roads, reducing associated congestion and frustration. This combined with low wait times for bus services and stress with finding a parking space will provide an improved journey for those aiming to reach Cambridge from the South East. [**CD1-19.01, pages 14-16**].

9.5.3 Services running at eight per hour between the Travel Hub and Cambridge and a further two between Granta Park and Cambridge and two between Haverhill and Cambridge would give local residents a number of options for accessing the service and therefore better connect local towns and villages to services [**CD1-19.01, page 18**].

9.5.4 In addition to the bus services provided, the Scheme provides a path designed as a multi-user facility to be shared by pedestrians, cyclists and, for part of the route, horse riders for commuter and recreational purposes. This path uses the Emergency and Maintenance Access Track which runs alongside the Guided Busway route. It is segregated from motorised traffic. Together with the new Travel Hub at the A11 which provides facilities for cyclists, the Scheme will increase uptake in walking and cycling and promote the associated benefits.

9.5.5 Through greater physical activity, the Scheme will generate increased health benefits. The AMAT Assessment suggests an additional 25 and 174 walking and cycling trips respectively based on the observed levels of walking and cycling in FCA [**CD1-21, pages 19-25**].The AMAT Assessment also suggests a monetised benefit of reduced accidents of £38,000 [**CD1-21, page 26**].

## 9.6 Environmental benefits

9.6.1 Vehicle emissions will be reduced compared to the situation without the Scheme due to the reduction in total vehicle mileage and congestion. Reduced PM10 / Nox emissions will allow better air quality, contributing to net-zero and other environmental targets. The AMAT Assessment suggests a monetised benefit of GHG reduction of £16,000 [**CD1-21, page 26**].

9.6.2 The Scheme will provide an extensive set of mitigation measures that will encourage biodiversity net gain (**BNG**). This includes the provision of ecological ponds, bat boxes, bird boxes and new areas of hedgerow, woodland, shrub, trees and wildflower meadow. Further detail on Biodiversity can be found under section 11.10.

9.7 **Overall benefits**

9.7.1 In summary, the monetised benefits of the Scheme estimated by TUBA are as follows:

(a) £98.83 million in time savings;

(b) £5.94 million in vehicle operating cost benefits; and

(c) a total of £134.66 million in transport benefits.

9.7.2 In terms of the distribution of the benefits across groups, the larger proportion of transport benefits were observed by commuting which takes up 42%, other non-business 23%, and business 35% of total benefits [**CD1-21, page 14**]**.**

9.7.3 In terms of the geographic distribution of the benefits, benefits are concentrated in specific locations, reflecting the Scheme's focus on improving connectivity along the A1307 corridor. South Cambridgeshire South (35%) and Essex and Suffolk Towns (15%) see the largest benefits, tied to the new public transport route and Travel Hub [**CD1-21, page 12**].

9.7.4 In addition to the TUBA, the AMAT assessment estimates benefits from mode shift associated with congestion, accidents, noise and air quality; health benefits from reduced absenteeism and premature death due to increased physical activity and an increase in journey quality. The details of the benefits are presented in the Economic Dimension Addendum [**CD1-21**]. The results of the AMAT assessment indicate an additional £7,330 in monetised active mode benefits including journey ambience (£4,590), reduced mortality (£2,040), absenteeism (£40,00), and decongestion (£2,300) [**CD1-21, page 26**]**.**

9.7.5 With the inclusion of Active Mode benefits, the overall PVB is £132,852,953. Compared to a Present Value Cost of £86,790,678, the overall BCR of the Scheme is 1.53 [**CD1-21, pages 26-28**]. This yields a medium level of value for money.

9.8 **Benefits Realisation**

9.8.1 The above Scheme benefits will be realised by ensuring that the Scheme delivers the desired outputs (tangible effects that are funded and produced directly as a result of the Scheme) and desired outcomes (final impacts brought about by the Scheme in the short, medium, and long term).

9.8.2 A Benefits Realisation Plan is developed outlining the relevant targets of the desired outputs and outcomes in alignment with those set out in the logic map. Measurable indicators of Scheme benefits – pedestrian cycling data, journey time information, collision data, economic development levels and air quality and noise data – will be collected to assess the extent to which the Scheme benefits are realised.

9.8.3 The following built outputs as per Scheme plans are considered as the desired outputs:

(a) new public transport route between the Travel Hub and the CBC via Sawston, Stapleford and Great Shelford;

(b) Travel Hub near to the A1307/A11/A505 road junction south east of the village of Babraham;

(c) new walking and cycling facilities at the Travel Hub including secured and covered cycle parking, changing rooms and waiting room with toilets; and

(d) improvements of junction, public transport route, walking and cycling facilities and amenities will indicate realisation of the expected benefits.

9.8.4 In terms of desired outcomes, the following benefit indicators will suggest realisation of the expected benefits:

(a) GDP / economic growth and contribution to Cambridge and wider UK economy and industry will be assessed through analysing economic data pre- and post-opening (Year 1 and 3) alongside results from business surveys and market study;

(b) accessibility to and attractiveness of key destinations for employment and education will be assessed through data on employment, facility usage and the number of people accessing the CBC by public transport;

(c) journey time data pre- and post-opening (Year 1 and 3) will be analysed to assess journey time reliability between key employment sites (e.g. the CBC), Central Cambridge and South East Cambridge;

(d) congestion along the A1307 pre- and post-opening will be compared through analysis of traffic volumes data (Manual Classified Counts) collected on all arms of the A1307/A11 and at the roundabout junction with the Travel Hub;

(e) pedestrian and cycle counts and bus patronage data from operators pre- and post-opening (Year 1 and 3) will be analysed to assess the extent of Modal Shift enabled by improved connectivity between Central Cambridge and South East Cambridge;

(f) accident data pre- and post-opening (Year 1 and 5) will be analysed to assess road safety; and

(g) air quality data pre- and post-opening (Year 1 and 3) will be collected by receptors in South East Cambridge to assess contribution to emissions.

9.8.5 The aforementioned benefits align closely with the Scheme objectives. Impacts on economic and employment growth achieve objectives 1 and 2 on connectivity to employment sites and support of continued growth. Reduced accidents achieve objective 3 on road safety. Reduced traffic and emissions contribute towards objective 4 on air quality. Objective 5 on improved walking and cycling and public transport provision is realised by increased pedestrians, cyclists and bus patronage.

9.8.6 The beneficiaries will include residents, labour, businesses (e.g. the CBC), owners of educational and leisure facilities, and road users/commuters (including pedestrians and cyclists) in and around Cambridge city centre and South East Cambridge.

## 9.9 Monitoring and Evaluation

9.9.1 In addition, a Monitoring and Evaluation Plan [**CD1-24, pages 13-15**] has been developed to track the realisation of the benefits. It outlines components of monitoring including Scheme build, delivered Scheme outputs, costs, Scheme objectives, impacts on travel (demand, timing, reliability and safety), economy and environment. These will be monitored prior to delivery to set out the baseline, during delivery and in Years 1 and 3 post-opening for progress tracking. The outcomes will be documented in a Year One Post Opening Report.

9.9.2 GCP will be responsible for evaluating the achievement of Scheme build and whether the Scheme has been delivered to timeframe and specification. Programme/ project plan, stakeholder management, and the Risk Register [**CD1-25.10**] will be reviewed.

9.9.3 Scheme outputs, delivery of Scheme benefits and changes to the Scheme since funding approval will be reviewed to evaluate the achievement of delivery of Scheme outputs.

9.9.4 GCP will be responsible for evaluating whether the Scheme has been delivered to budget. Outturn costs (including investment, operating, maintenance and capital costs), cost savings, and risks will be monitored.

9.9.5 The overall performance of the Scheme will be evaluated in terms of the outputs and impacts it delivers. This will be done by assessing the extent to which it meets the Scheme objectives of supporting continued economic growth, improving road safety along the A1307 corridor and relieving congestion in South East Cambridge. Travel demand and journey times, number of accidents, employment levels and rental values, air quality and emissions, and levels of noise will be monitored to support this evaluation.

## 10. PLANNING POLICY CONSIDERATIONS

10.1 In this section, an assessment of compliance of the Scheme with relevant planning policy is outlined. **CD8,9,11** set out a full list of the relevant policies.

10.2 This section considers:

10.2.1 the need for infrastructure provision and economic growth;

10.2.2 Green Belt and Grey Belt issues;

10.2.3 the following environmental matters:

(a) climate change and the low carbon economy;

(b) improving air quality and minimising pollution;

(c) good design and landscaping;

(d) flood risk and drainage;

(e) ecology, biodiversity and best and most versatile (**BMV**) agricultural land;

(f) historic environment; and

(g) the local traffic and transport effects.

10.3 **Need for infrastructure provision and economic growth**

10.3.1 Policy 80 of the CLP 2018 [**CD8-01, page 236, paragraph 9.4**] 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. It also supports development which links surrounding walking, cycling and public transport networks. In the Local Plan, the vision for Cambridge to 2031 is of a compact, dynamic city, located within the high-quality landscape setting of the Cambridge green belt [**CD8-01, page 15, paragraph 2.3**] (established under the Town and Country Planning Act 1947, green belts aim to maintain open spaces, safeguard agricultural land, and promote sustainable urban growth (**Green Belt**)). New development in Cambridge is expected to promote the use of sustainable modes of transport, helping to support the transition to a more environmentally sustainable and successful low carbon economy. The aim is to contribute to sustainable development through the spatial location of development and infrastructure.

10.3.2 Policy 17 (Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change) refers to the need to "*include measures to enhance access to the Cambridge Biomedical Campus including for cyclists, pedestrians, wheelchair users and other disabled people, and mitigate the impact on the existing road network and parking in the surrounding area*" [**CD8-01, page 74, paragraph 3.41(d)**]. Policy 17 also expects CBC to "*include provision for the extension of existing conventional bus services, the Cambridgeshire Busway and Park and Ride services to meet the needs of the resident and working populations, including disabled people*" [**CD8-01, page 74, paragraph 3.41(e)**].

10.3.3 The SCLP 2018 [**CD8-02**] sets out a vision, objectives and development needs for South Cambridgeshire to 2031 together with the spatial strategy which focuses development on the edge of Cambridge, at new towns/villages and within existing settlement boundaries in some villages. The main focus of new employment and housing allocations in the SCLP 2018, which is relevant to the Scheme, is in the village of Sawston.

10.3.4 One of the constraints identified in the SCLP 2018 is that access to services and jobs for many is inconvenient due to limited public transport in villages away from main transport corridors. Policy S/2 (Objectives of the Local Plan) objective (f) is to "*maximise potential for journeys to be undertaken by sustainable modes of transport including walking, cycling, bus and train*" [**CD8-02, page 35, paragraph 2.26**].

10.3.5 Policy TI/2 (Planning for Sustainable Travel) explains that "*development must be located and designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location"* [**CD8-02, page 238**]. The Scheme would support the promotion of sustainable forms of transport, such as using buses, cycling or walking, and the reduction of car use (Policy HQ/1 & transport policies in both Local Plans) [**CD8-02, pages 115-117**]; by providing public transport connectivity in new areas, providing cycle parking at the transport hub and bus stops, and introducing electric vehicle charging points.

10.3.6 CCC and SCDC (the **Councils**) have committed to work together to prepare a new Local Plan for Greater Cambridge. Their Local Development Scheme was approved in January 2025 and commits to submit a Local Plan under the current plan making system by December 2026. A draft Plan Consultation (Reg 18) is planned for Autumn/Winter 2025. This will set out the initial views on the future spatial strategy of development across both CCC and SCDC.

10.4 **Other material considerations**

10.4.1 As the strategic transport authority for Cambridgeshire and Peterborough, the CPCA published the Cambridge and Peterborough Local Transport Plan in June 2019 (**LTP 2019**) [**CD8-08**]. The overarching vision of the LTP 2019 is to: "*deliver a world-class transport network for Cambridgeshire and Peterborough that supports sustainable growth and opportunity for all*" [**CD8-08, page 13**].

10.4.2 The LTP 2019 [**CD8-08**] promotes a segregated public transport corridor to the south east of Cambridge. The Scheme would constitute a key part of this corridor, delivering the Guided Busway from the CBC to the A11. The LTP 2019 states the Scheme will deliver a segregated public transport corridor from Granta Park to the CBC and a new P&R site near the A11, which will form part of the CAM network at opening. This will be combined with additional bus priority measures along the A1307 corridor to Haverhill, [**CD8-08, page 105, paragraph 3.82**] and a segregated path for pedestrians, cyclists and horse riders. West Suffolk enjoys a close existing relationship with the Cambridgeshire sub-region providing housing in return for access to high quality employment. Enhanced transport links will help further integrate the two economies.

10.4.3 The CPCA Bus Strategy's vision is to improve bus services to deliver the goals and objectives of their Local Transport and Connectivity Plan 2023 [**CD8-09**] and GCP's transformation of the public transport network. The aim of this Bus Strategy is to deliver a bus network that is convenient, attractive and easy to use.

10.4.4 Whilst dated, the Transport Strategy for Cambridge and South Cambridgeshire (**TSCSC**) (2014) [**CD9-07**] supports the LTP 2019 [**CD8-08**] and SCLP 2018 [**CD8-02**] and their strategies for future levels of growth in the area. It responds to the growth's consequential increase in demand on the transport network moving from reliance on cars to other means of travel including cycling, walking and public transport, detailing the transport infrastructure required. This includes, most relevant to the Scheme:

(a) extra capacity for traffic to travel round the outskirts of Cambridge, so that road space into and across the city can be prioritised for buses, cyclists and pedestrians; and

(b) additional P&R options on the fringes of Cambridge, to reduce the amount of unnecessary traffic travelling through the city.

10.5 **Support for current growth**

10.5.1 Greater Cambridge is expanding rapidly, which is driven by employment growth, particularly within the life sciences sector. As detailed within the HM Government's Case for Cambridge (March 2024) [**CD9-01**] and reflected in the Future Growth Technical Note [**CD1-25.01**], employment growth within the Greater Cambridge Area (Cambridge City and South Cambridgeshire) has been substantially greater than housing delivery year on year since 2012, and there is additional evidence that this trend dates back to the 1990s. It has also been clear that in the past, the number of jobs being created within the Greater Cambridge Area has been significantly underestimated and the international importance of Cambridge, particularly for life sciences has resulted in employment growth being substantially above predicted levels within adopted Local Plans.

10.5.2 One of the key components of this growth is the CBC. The CBC issued an updated vision document in July 2024, CBC Vision 2050 [**CD1-25.03**], which sets out their ambitions for CBC to 2050. CBC estimate that by 2031 total employment on site will be 26,000 (up from 17,250 in 2017), with 25,100 visitors (up from 14,500 in 2017). The allocation will result in a further 9,510 jobs being created by 2041 and further visitor trips. CBC Vision 2050 identifies the Scheme as a critical part of their overall strategy to facilitate this growth and reduce the current assumption that at least 30% of the additional trips to CBC will be made by car. Policy E/2 of the SCLP 2018 specifically refers to the CBC [**CD8-02, pages 186-189, paragraph 8.15**], reflecting Policy 17 of the CLP 2018 [**CD8-01, pages 74-77**] but focusing on its future expansion which has not yet been fully developed out.

10.5.3 In addition, the SCLP 2018 refers to the important role that other science parks, such as Granta Park and Babraham Research Campus, as part of the biomedical and other specialist technology clusters, play in the district (Policy E/1) [**CD8-02, page 185**].

10.5.4 Outside of Cambridgeshire, it is likely there would be trips to and from the Scheme from the settlements of Bury St Edmunds and Haverhill. The two settlements combined have an allocation for over 9,000 new houses within the former St Edmundsbury area Local Plan [**CD8-15]** and newly adopted West Suffolk Local Plan [**CD8-25, pages 83-85**]. Patronage from both settlements to the Scheme is likely to be high as the P&R adjacent to the A11 is likely to provide an attractive option for commuting to CBC and other employment sites.

10.6 **Catering for future growth**

10.6.1 The GCELP [**CD8-05**], as originally drafted and consulted on ('First Proposals'), policy S/JH (New jobs and homes) [**CD8-05, pages 24-28**] stated that 58,500 new jobs and 44,400 new homes would be required to meet the objectively assessed need for development within the plan period (2020 to 2041), as required by paragraph 11(b) of the National Planning Policy Framework (**NPPF**) [**CD11-01, page 6**]. The growth strategy was also informed by the need to support the government's objective of significantly boosting the supply of new homes and to support economic growth and productivity, particularly to continue to strengthen the Greater Cambridge economy, which is of national importance for new jobs and homes.

10.6.2 Land supply is addressed through the GCELP where broad locations for growth are required to be identified - NPPF [**CD11-01**] and Planning Practice Guidance (**PPG**) [**CD11-05, page 6, paragraph: 010 reference ID: 68-019-20190722**]**.** Substantial employment and housing growth is also planned as part of the GCELP, which will increase congestion in and around Cambridge. The growth includes, in addition to the housing and employment sites that are allocated in the adopted 2018 Local Plans [**CD8-01**] [**CD8-02**] and sites which already have permission, 19 new sites which may be allocated to meet the area's housing and employment needs up to 2041 [**CD8-04, page 22**]. It is anticipated that the GCELP will be published in draft before the Inquiry and the Cambridge Growth Company will have made announcements about their future plans.

10.6.3 This is supported by the following key points from the Future Growth Technical Note [**CD1-25.01**], which clearly supports the notion of higher growth trends in the future:

(a) The most recent Emerging Local Plan (GCELP) is proposing provision of 51,723 dwellings from 2020 up to 2041 [**CD8-05**]. Using an average household size of 2.44, this would result in an increase in population within Greater Cambridge of 126,204 [**CD1-25.01, page 20, paragraphs 3.39 to 3.41**]. This is substantially in excess of the population increase predicted within the adopted Local Plans [**CD8-02**].

(b) 66,600 new jobs are proposed as part of the GCELP between 2021 and 2041 [**CD8-05**], which again provides a substantial increase in jobs above the existing commitment within the adopted Local Plan.

(c) Some 32,259 jobs were created in the Greater Cambridge Area between 2016 and 2022 [**CD1-25.01, page 19, paragraph 3.36**].

(d) Using the Greater Cambridge Employment and Housing Evidence Update - Employment Land, Economic Development and Relationship with Housing Report produced by Iceni Projects Ltd on behalf of GCSP in 2023], the number of jobs forecast to 2041 is set to increase to 280,000+ [**CD9-18, page 62, paragraph 4.4**]. Therefore, even accounting for the higher housing growth, the 126,204 population increase as a result of nearly 52,000 dwellings planned over the same period would be below employment growth.

(e) Life sciences have been expanding at a very quick rate. CBC is predicted to accommodate 30% of life sciences growth within the short term. The 'Greater Cambridge Growth Sectors Study: Life science and ICT locational, land and accommodation needs' by Iceni Projects Limited (on behalf of GCSP) (September 2024) [**CD9-19**], identifies the locational and accommodation demands of this sector. One of the report's findings is the need for clusters and access to good public transport.

(f) The allocation to expand CBC within the GCELP [**CD8-05**] is consistent with the CBC Vision 2050 [**CD1-25.03**] summarised in the previous section.

10.6.4 The Local Plans have not evolved at the same pace as the market demand for employment and housing in the area and spatially do not set out where future growth may be located. Based on past trends, there is a strong case to make that future employment and housing growth will be substantially higher than the predicted level of growth within emerging Local Plans. This is supported by research from leading groups including CPIER, Cambridge Ahead, Iceni, Bidwells and Knight Frank.

10.6.5 The level of expected future growth in terms of population and employment for Cambridge and South Cambridgeshire provide evidence that existing transport systems do not have the resilience to cope with forecast growth across south east and central Cambridgeshire. Without further action, existing public transport deficits will lead to further congestion issues resulting in delays to travel time, road safety concerns and increased carbon emissions. Therefore, there is need for a step change in providing an adequate and sustainable public transport system to meet current and future demand and continue to make the Greater Cambridge area an attractive place to work and live.

10.6.6 Despite all the land around Cambridge being designated as Green Belt, there is a reasonable possibility of new housing growth and new settlement being delivered in areas to the south east of Cambridge to support employment growth. Land at Grange Farm near the Travel Hub has been cited as a possible location. This is evidenced in GCSP's call for sites (and published in their Housing and Employment Land Availability Assessment) where eight sites (1,000 units +) were submitted as potential new settlements within close proximity to the Travel Hub [**CD9-18**]. It is likely to also be referenced in the GCSP's statement of case and evidence.

10.6.7 The NPPF [**CD11-01**] changes published in December 2024 included an update in how the method for estimating housing need is calculated. This has led to a significant increase in the number of homes that need to be delivered in most parts of the country. The onus is very much on local authorities and combined authorities identifying their housing need and delivering it in full in accordance with the NPPF [**CD11-01, page 42, paragraph 146**]. Cambridge's housing target has nearly doubled from 687 dwellings per annum (**dpa**) to 1,135 dpa and south Cambridge has increased slightly from 1,039 dpa to 1,174 dpa. This combined with a loosening in Green Belt policy could result in speculative employment and housing development in the vicinity of the route before the next Local Plan is adopted. The emerging Local Plan has no weight in the determination of planning applications, and it will only be in Autumn when the first new Plan is published, and policy ambitions are clearer.

10.6.8 Beyond Cambridgeshire and existing Local Plan preparation, some authorities, such as West Suffolk, are already preparing for future growth to ensure shortfalls in newly identified housing targets can be met; this will capitalise on already planned growth in places like Haverhill and Bury St Edmunds, as highlighted earlier in this section.

**Alignment with national policy**

10.6.9 The Scheme assists in providing access to employment, supporting a strong and competitive economy in accordance with paragraphs 85 and 87 of the NPPF [**CD11-01, page 24**]. The Scheme supports an existing, world leading cluster of innovation which will also: (i) encourage those businesses to invest, expand and adapt in the area, (ii) facilitate wider opportunities, and (iii) continue to allow Cambridge to compete on the world stage in life sciences (paragraph 87 NPPF) [**CD11-01, page 24**]. The Scheme is a well-designed, sustainable transport solution which accords with paragraph 109 of the NPPF [**CD11-01, page 31**]. The Scheme actively manages patterns of growth in a sustainable manner in accordance with paragraph 110 [**CD11-01, page 31**] helping to reduce congestion and emissions, which would improve air quality and public health. It prioritises sustainable transport modes in

accordance with paragraph 115 [**CD11-01, page 33**] and the impacts of the Scheme are acceptable by reference to paragraphs 116 – 118 [**CD11-01, page 33**].

10.6.10 Furthermore, the National Networks National Policy Statement [**CD11-09, pages 25-26**] is a government statement of policy and therefore also material to the Applicant's case. Paragraph 3.42 states:

*"Effective operation and optimisation of both the SRN and the local road network are essential to achieve the outcomes set by the Transport Decarbonisation Plan. There are a range of measures that can be employed to make the best use of all road capacity (not just the SRN) which may impact upon demand for the SRN. These include:*

*• Promoting journey choice by enabling more active travel and public transport (including buses, coaches and rail) in urban areas whilst not restricting other transport options. The creation of mobility hubs and improving integration between modes through park-and-ride services, cycle parking provision at rail stations, and the coordination of bus / rail timetables, can all contribute.*
*• Providing genuine choice in transport mode by increasing accessibility to public transport, connecting places and by improving the environment for journeys by active travel, in both urban and rural areas".*

10.6.11 The principle of the development of the Scheme is to deliver a sustainable development which accords with all three dimensions of national policy in the NPPF [**CD11-01**], namely environmental, economic and social. Furthermore, the Scheme directly responds to the City Deal and is aligned with the Case for Cambridge [**CD9-01**] promoted by previous governments and reflected in MP Matthew Pennycook's Written Ministerial Statement of August 2024 [**CD11-22**] in supporting the region's economic potential by providing enhanced local transport infrastructure. It also supports the need to improve connectivity both east to west and north to south around Cambridge, a wider aspiration of both the GCP and also the CPCA.

10.7 **Individual Scheme components**

10.7.1 **Travel Hub**

(a) Paragraph 117 of the NPPF [**CD11-01, page 33**] states:

*"….applications for development should:*

*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."*

(b) The Travel Hub accords with the NPPF (para 117 a), c) and d)) [**CD11-01, page 33**] and adopted local policy. Cars parking in the Travel Hub will reduce general traffic levels and congestion on the A1307 by encouraging trips headed for the city centre to transfer to another mode of transport at the Hub, 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.

(c) Paragraph 117 of the NPPF [**CD11-01, page 33**] advocates the pursuit of opportunities to promote walking, cycling and public transport use. The Scheme has had regard to this paragraph by the creation of the Travel Hub allowing onward movements by pedestrians (either walking or via bus) or via a cycle route linking the towns, villages and major development sites along the route. It is expected that these modes of transport would also be used as well as the private car, whilst recognising as identified in paragraph 116 [**CD11-01, page 33**] that development should only be refused if there is an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe following mitigation.

(d) The NPPF highlights that cycling networks should be supported by facilities, such as secure cycle parking, which are provided in the Travel Hub, including covered cycle parking facilities.

(e) Inclusive design and accessibility are referenced in Policy HQ/1 of the SCLP 2018 [**CD8-02, pages 115-117**] and Policy 80 of the CLP 2018 [**CD8-01, pages 236-240**] confirming the need to seek opportunities to integrate sustainable design into proposals. Paragraph 135(f) of the NPPF refers to the need to create places that are safe, inclusive and accessible [**CD11-01, page 40**]. The Travel Hub provides 63 (of 1250) blue badge spaces, will use tactile paving and other inclusive design principles and wayfinding will be visually accessible to all.

(f) Landscape mitigation will effectively screen the Travel Hub and proposed routes will also add to BNG and could enhance the landscape character of the area with sensitive, community-friendly planting schemes.

(g) The principle of a Travel Hub is also justified in the longer term by potential housing development at Grange Farm and other new development in the area which is expected to lead to additional population growth in Cambridge within close proximity of the Travel Hub.

(h) Furthermore, one of the findings of the GCP 2020 consultation was that 27.6% supported a walking and cycling route between the Travel Hub and Granta Park [**CD1-05.10, page 34, paragraph 5.16.3**]. This, together with anecdotal evidence from GCSP of the potential for further guided bus routes feeding the area, suggests there will be onward movement for various modes from the Hub to the surrounding areas. Parking at the village stops has been consciously limited to strongly encourage users of the new bus route to park at the Travel Hub.

(i) Taking into account the objectives of the Scheme and business case considerations, the Travel Hub forms part of, and is ancillary to, the Guided Busway and will assist in reducing congestion.

**Emergency and Maintenance Access Track**

(j) Paragraph 96 of the NPPF states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

"…are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas" [**CD11-01, page 28**].

Paragraphs 117(a, c and d) of the NPPF confirm that priority should be given to pedestrian and cycle movements, both within the scheme and with neighbouring areas, minimise conflict between pedestrians, cyclists and vehicles providing safe, secure and attractive places and permit access by service and emergency vehicles [**CD11-01, page 33**].

(k) It is intended that the Emergency and Maintenance Access Track serves as a public bridleway for the route between Great Shelford and the Travel Hub. The route will be accessible for cycling, walking and wheeling for commuter and recreational purposes, with additional equestrian access on part of the route. Maintenance vehicles connected with the Guided Busway will be permitted to use the Emergency and Maintenance Access Track for maintenance and safety purposes whilst general purpose vehicles will not.

(l) The Emergency and Maintenance Access Track will link the existing villages of Babraham, Sawston, Shelford and Stapleford to Cambridge City and will provide an enhanced cycle and pedestrian network facilitating access to a HQPT route at the Guided Busway stops and at the Travel Hub. This element of the Scheme, therefore, accords with both paragraphs 96(b) and 117 of the NPPF [**CD11-01, pages 28,33**]. Furthermore, Policies 80 and 81 of the City Council's adopted CLP 2018 [**CD8-01, pages 236-243**] and TI/2 of the South Cambridgeshire District Council Local Plan (2018) [**CD8-02, pages 237-238**] set out support for the promotion of walking and cycling, infrastructure improvements and sustainable transport. This aligns with the objectives of the TSCSC [**CD9-07**]. The Scheme therefore accords with these policies.

(m) For the majority of the route, the Emergency and Maintenance Access Track will be a new facility, but it will merge with, and replace, the existing DNA Cycle Path where it joins the Guided Busway route (from just south of Nine Wells LNR) and re-joins the existing DNA Cycle Path at the Addenbrooke's Road overbridge. Accordingly, the principle of the proposed Emergency and Maintenance Access Track that would be accessible for cycling and walking between Babraham and CBC is supported by Policy 80 of the CLP 2018 [**CD8-01, pages 236-240**] and the approach in TSCSC [**CD9-07**].

**Green Belt and Grey Belt**

(n) 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".* The paragraph goes on to state that *"'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"* [**CD11-01, page 44**].

(o) Notwithstanding this, paragraph 154(h)(iii) of the NPPF [**CD11-01, 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.

(p) Paragraph 155 of the NPPF states "*The development of homes, commercial and other development in the Green Belt should also not be regarded as inappropriate where all the following apply:*

*a) The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;*

*b) There is a demonstrable unmet need for the type of development proposed;*

*c) The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework; and*

*d) Where applicable the development proposed meets the 'Golden Rules' requirements set out in paragraphs 156-157 below"* [**CD11-01, page 45-46**].

(q) Policy 4 (The Cambridge Green Belt) of the CLP 2018 [**CD8-01, pages 35-37**] and Policy S/4 (Cambridge Green Belt) of the SCLP 2018 [**CD8-02, pages 36-37**] state new development will only be approved in line with the Green Belt policy in the NPPF [**CD11-01, pages 42-47**]. Policy NH/8 (Mitigating the Impact of Development in and adjoining the Green Belt) of the SCLP 2018 states development must be located and designed to not have an adverse effect on the rural character and openness of the Green Belt. Where development is permitted, particularly on the edge of settlements, it must be of high-quality design and landscaping conditions will be attached to ensure that impact on the Green Belt is mitigated [**CD8-02, page 134**].

(r) The Scheme constitutes local transport infrastructure which can demonstrate a requirement for a Green Belt location. The degree of harm to the Green Belt of each component in the Scheme has been carefully assessed in the Green Belt Assessment [**CD1-15.03**].

(s) The PPG [**CD11-08]** confirms that (i) spatial and visual aspects, (ii) the length of time the Scheme will be in operation, (iii) the ability to remediate afterwards, and (iv) traffic impact can all affect the assessment of the impact on the openness of the Green Belt. LDA considered all these aspects in their Green Belt Assessment [**CD1-15.03**].

(t) The route itself, when considered together with careful and robust landscaping and retention of as much of the existing vegetation as possible, preserves the openness of the Green Belt. However, there is some conflict with two Green Belt purposes in the area between Graham's Road and the River Granta at the foot of the Gog Magog Hills.

(u) The construction of new buildings at the Travel Hub, bridges and bus stops is inappropriate development in the Green Belt. This built form would reduce the openness of the Green Belt, failing to preserve it. There is also some conflict with the Green Belt purposes.

(v) It is therefore accepted that the route is inappropriate development in the Green Belt and that 'very special circumstances' need to be demonstrated, unless the Green Belt could be assessed as grey belt (land within or near the Green Belt that is previously developed or underused (**Grey Belt**)).

(w) There are a set of circumstances that when considered together combine to create 'very special circumstances', the details of which are listed in full in the Planning Statement [**CD1-15.01**]. These are:

(i) national and regional need for the Scheme;

(ii) lack of alternative options;

(iii) economic benefits of the Scheme;

(iv) social benefits of the Scheme;

(v) environmental benefits of the Scheme; and

(vi) transport benefits of the Scheme.

(x) There is a compelling case in the national interest for the Scheme to support the future growth of Cambridge which create 'very special circumstances'. This would outweigh any potential harm to the Green Belt by reason of inappropriateness, and any other harm, which is considered below, in accordance with paragraph 153 of the NPPF [**CD11-01, page 44**].

**Environmental matters**

(y) Climate change and low carbon economy

(i) Chapter 14 of the NPPF relates to meeting the challenge of climate change, flooding and coastal change and paragraph 163 of this section [**CD11-01, page 48**] and the Climate Change section of the PPG [**CD11-03**] also address these matters. The Scheme aligns with the objectives of the policy and the guidance and the mitigations proposed: (i) avoid any increased vulnerability to the impacts arising from climate change, (ii) seek to increase the use of renewable and low carbon energy where possible, and (iii) ensure that flood risk is not increased elsewhere in the area.

(ii) Similarly, the Scheme is considered to accord with the objectives of the Cambridge City Sustainable Design and Construction Supplementary Planning Document (**SPD**) (2020) [**CD10-04**] as well as Policy 28 of the CLP 2018 [**CD8-01, pages 116-126**] and Policy CC/1 of the SCLP 2018 [**CD8-02, pages 100-101**]. The construction of the Scheme involves the use of bulk materials which have embodied carbon values, as well as the transportation of these materials and the emissions from the construction plant and equipment when constructing the Scheme. Mitigation measures to reduce emissions further have been taken on board during construction and operation in light of the climate emergency and commitments to net zero, including design refinements.

(iii) The Scheme, therefore, aligns with the objectives of Chapter 14 of the NPPF [**CD11-01, pages 48-53**] and also accords with Policy 28 of the CLP 2018 [**CD8-01, pages 116-126**] and Policy CC/6 of the SCLP 2018 [**CD8-02, pages 106-107**]. The proposals are also considered to align with the objectives of the SPD [**CD10-04**].

(z) Improving air quality and minimising pollution

(i) Paragraph 199 of the NPPF [**CD11-01, page 57**] states that opportunities to improve air quality or mitigate impacts should be identified. Policies SC/12 and SC/14 of the SCLP 2018 [**CD8-02, pages 228-230, 231**] and Policy 36 of the CLP 2018 [**CD8-01, page 134**] relating to air quality, odour and dust confirm that developments that have unacceptable air quality standards will be refused.

(ii) The ES Main Report [**CD1-10.02, pages 55-79**] includes a chapter on Air Quality which reports the effects associated with air pollutants during the

construction and operational phases of the Scheme. It is anticipated that the Scheme will discourage private vehicles from entering Cambridge, where there is an air quality management problem, by providing HQPT.

(aa) Good design and landscaping

(i) The importance of good quality design is recognised throughout national and local planning policy.

(ii) Policy HQ/1 (Design Principles) of the SCLP 2018 [**CD8-02, 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.

(iii) Policy 55 (Responding to context) [**CD8-01, pages 187-188**], Policy 56 (Creating successful places) [**CD8-01, page 188-189**] and Policy 59 (Designing landscape and the public realm) [**CD8-01, pages 191-192**] of the CLP 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.

(iv) Policy NH/2 of the SCLP 2018 [**CD8-02, pages 125-126**] focusses on protecting and enhancing landscape character and requires development to respect and retain or enhance the local character of the local landscape and individual National Character Areas. Policy 59 (Designing Landscape and the Public Realm) of the CLP 2018 [**CD8-01, pages 191-192**] contains a requirement for existing features to positively contribute to the quality and character of an area and these features include the trees, boundary treatments and natural habitats. Tree and plant species should be selected to enhance biodiversity. Policy CSF/5 (Countryside Enhancement Strategy) of the Cambridge Southern Fringe Area Action Plan (**AAP**) [**CD8-14, pages 29**] explains that as a result of the scale of development in the Cambridge Southern Fringe, substantial mitigation measures over a wide area of countryside to the south of the built-up area is required to mitigate the impact of development.

(v) Paragraph 135(a) in Section 12 (Achieving Well-Designed Places) of the NPPF [**CD11-01, page 39**] advises that planning decisions should ensure that developments "*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".*

(vi) Paragraph 187 of the NPPF states:

*"Planning policies and decisions should contribute to and enhance the natural and local environment by:*

*a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan)"* [**CD11-01, page 54**].

(vii) The Design and Access Statement [**CD1-17**] explains the design's evolution including the landscape and highways elements of the Scheme and how consultation has informed this. It demonstrates how the Scheme's design process has considered relevant landscape and design policy and guidance and how it accords with this at national and local policy level.

(viii) The Scheme has been designed to avoid possible impacts on significant environmental designations and this has developed through optioneering on the route alignment and through the EIA process. Offsetting is planned

in terms of landscape design along with both ecological mitigation and enhancements (including a Landscape and Ecological Management Plan (**LEMP**) [**CD1-10.05**], the sustainable design measures incorporated into the design, and a net gain in biodiversity, where impacts cannot be avoided.

(ix) Further mitigation is secured either through 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 such as protected species licences where required.

(x) The design of the Scheme will be carried out in a manner that minimises visual intrusion and protects landscape character. This would be achieved by changing the vertical profile of the Guided Busway and sensitive planting along the route. The proposed landscape strategy ensures that the surrounding landscape character is protected and enhanced in a way that respects the local character, as per Policy NH/2 of the SCLP 2018 [**CD8-02, pages 125-126**], Policy 59 of the CLP 2018 [**CD8-01, pages 191-192**], Policy CSF/5 of the AAP [**CD8-14, pages 31-35**] and paragraph 187(a) of the NPPF [**CD11-01, page 54**].

(bb) Flood risk and drainage

(i) The Scheme accords with the relevant flood risk policies contained within paragraphs 170-182 of the NPPF [**CD11-01, pages 49-52**]. At a local level, the Scheme accords with Policies CC/9 (Managing Flood Risk) of the SCLP 2018 [**CD8-02, pages 109-111**] and 32 (Flood Risk) of the CLP 2018 [**CD8-01, pages 132-135**] as the majority of the Guided Busway is located in Flood Zone 1 which has a very low risk of flooding. There is an area of Flood Zone 3 associated with Addenbrooke's Road. The Guided Busway passes through areas of Flood Zone 2 and 3 where it crosses the River Granta between Stapleford and Babraham.

(ii) In relation to drainage, various mitigation measures are proposed and are being secured through the CoCP [**CD1-10.07**] and draft planning conditions. The Scheme accords with Policies CC/6 (Construction Methods) [**CD8-02, pages 106-107**], CC/7 (Water Quality) [**CD8-02, pages 107-108**], CC/8 (Sustainable Drainage Systems) [**CD8-02, pages 108-109**] of the SCLP 2018 and Policy 32 (Flood Risk) [**CD8-01, pages 132-135**] of the CLP 2018.

(iii) Furthermore, the Scheme is consistent with the objectives of the Cambridge City Sustainable Design and Construction SPD (2020) [**CD10-04**] and the Cambridgeshire Flood and Water SPD (2018) [**CD10-03**].

(iv) Policy CC/4 (Water Efficiency) of the SCLP 2018 [**CD8-02, page 104**]is relevant as the welfare facilities in the Travel Hub are anticipated to meet the requirements of this policy given water scarcity issues.

(cc) Ecology, biodiversity and best and the most versatile agricultural land

(i) The Scheme has followed the biodiversity mitigation hierarchy as set out in paragraph 193(a) of the NPPF [**CD11-01, page 56**] to avoid losses in biodiversity and achieve a positive outcome where possible for ecology and BNG. The Applicant is committed to a series of ecological objectives which are controlled through the Biodiversity Gain Plan as required in the PPG [**CD11-07, pages 23-24, paragraph: 019 reference ID: 74-019-20240214],** Construction Environmental Management Plan (**CEMP**) [**CD1-10.08**] and LEMP [**CD1-10.05**] identified in the conditions.

(ii) The Scheme therefore accords with Policy 69 (Protection of sites of biodiversity and geodiversity importance) [**CD8-01, pages 208-210**] and Policy 70 (Protection of priority species and habitats) [**CD8-01, pages 210-212**] of the CLP 2018 along with Policies NH/4 (Biodiversity) [**CD8-02, pages 127-128**] and NH/5 (Sites of Biodiversity or Geological Importance) [**CD8-02, pages 129-131**] of the SCLP 2018.

(iii) The proposed route and Travel Hub are shown to be split between Agricultural Land Classification (**ALC**) Grade 2 ('Very Good'), Grade 3a ('Good') and Grade 3b ('Moderate'). It is assumed that the Scheme will result in the loss of agricultural land which is categorised as BMV land. It has been demonstrated that alternative route options to achieve the Scheme's objectives are not as optimal. A soil management strategy will form part of the mitigation, and any land temporarily acquired during construction and not required for soft landscaping will be restored to its original capability.

(dd) Historic environment

**(i)** Paragraph 207 of the NPPF [**CD11-01, page 60**] explains that where development is proposed on site with heritage assets with archaeological interest, appropriate desk-based assessments and, where necessary, field evaluations should be carried out. Paragraph 216 of the NPPF [**CD11-01, page 61**] confirms that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. Policy NH/14 (Heritage Assets) of the SCLP 2018 [**CD8-02, pages 138-140**] and Policy 61 (Conservation and enhancement of Cambridge's historic environment) of the CLP 2018 [**CD8-01, pages 195-198**] require decisions on development proposals to be based on a good understanding of how the proposals will affect heritage assets. The level of detail is expected to only reflect the understanding of the potential impact on its significance as set out in the NPPF [**CD11-01, page 60, para 207**] and PPG [**CD11-06, pages 3-4, paragraph: 009 reference ID: 18a-009-20190723**].

(ii) The ES Main Report confirms [**CD1-10.02**] that during construction, the archaeological and heritage impacts range from not significant to significant depending on the asset. No significant effects to heritage assets are predicted during the operational phase. Draft planning conditions are proposed to manage the impacts.

(iii) The Scheme complies with national guidance set out in the NPPF [**CD11-01**] and Policy NH/14 of the SCLP [**CD8-02, pages 138-140**] and Policy 61 of the CLP 2018 [**CD8-01, pages 195-199**].

(ee) Local traffic and transport effects

(i) At a national level, the Scheme is considered to accord with paragraphs 115(a) and 117(a) of the NPPF [**CD11-01, page 33**] as it gives priority to public transport and walking and cycling modes.

(ii) 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.*" [**CD11-01, page 33**].

(iii) The Application was accompanied by a Transport Assessment [**CD1-18.01**] which sets out the baseline transport conditions within a defined study area including travel patterns within the study area and journey to work data. The Transport Assessment [**CD1-18.01**] concludes in relation to the operational phase of the Scheme that it will enable rapid and frequent bus services to serve existing employment and residential areas and new development which will encourage future occupants to travel by bus and reduce reliance on the private car.

(iv) The Scheme will: support the short and longer term growth of CBC; allow passengers to travel directly into Cambridge from villages by walking, cycling or by bus; unlock existing growth strategies; and future proof the long term growth of housing and employment.

(v) The Transport Assessment concludes [**CD1-18.01**] that the Travel Hub will intercept car trips on the A1307, the destination of which would otherwise be Cambridge. Changing travel mode from car to the bus should lead to reduced congestion on the A1307 nearer to Cambridge and result in overall shorter journey times.

(vi) The summary of traffic and transport effects resulting from the construction and operational phases of the Scheme are presented in the ES Main Report [**CD1-10.02, pages 286-301**] and the transport effects of the Scheme are not considered to be significant. The CEMP [**CD1-10.08**] will control the construction activity and effects on roads. Mitigation matters such as the provision of construction compounds along the route to avoid the concentration of construction traffic and material distribution in one hub will be detailed in the CEMP. The use of permitted routes secured in the CoCP [**CD1-10.07**] will mitigate the overall impact of the project and distribute the construction traffic burden across the area instead.

(vii) Implementation of a new cycleway and public footpath within the Emergency and Maintenance Access Track connecting the villages and important employment sites is a key benefit of the Scheme. The Emergency and Maintenance Access Track will also become a public bridleway between Great Shelford and High Street and will be made available to pedestrians and cyclists on a permissive basis between the Medipark and Granham's Road, Great Shelford; and between High Street and the P&R site. Walking and cycling are a key aspect of the Scheme thereby addressing paragraphs 115(a) and 117(a) of the NPPF [**CD11-01, page 33**].

(viii) The Scheme also aligns with the relevant local sustainable transport policies set out within the CLP 2018 [**CD8-01**] and SCLP 2018 [**CD8-02**]. The Scheme will provide an accessible transport system that delivers economic growth and opportunities; protects and enhances the environment to tackle climate change; and improves the economic success and quality of life and place in Cambridge in line with Policy 1 of the CLP 2018 [**CD8-01, pages 21-30**] and Policy S/2 of the SCLP 2018 [**CD8-02, pages 34-35**].

(ix) The Scheme route is located within a Mineral Safeguarding Area (**MSA**), (the Travel Hub is located within a MSA for sand and gravel) and the route also crosses through a Waste Management Area Consultation Area at the CBC and skirts the north of a Water Recycling Area (**WRA**) as it passes between Stapleford and Sawston. Policy 5 of the Cambridge and

Peterborough Minerals and Waste Local Plan (**MWLP)** [**CD8-03, pages 36-37]** seeks to prevent mineral resources of local and/or national importance being needlessly sterilised. Given the nature of the proposal, the Minerals and Waste Planning Authority has confirmed that it is content that prior extraction is not feasible. The Scheme includes measures in the CEMP [**CD1-10.08**] to ensure that best use is made of any mineral extracted incidentally as part of the development. It is considered that the overriding need for the Scheme addresses Policy 5 of the MWLP [**CD8-03, pages 36-37**].

## 11. ENVIRONMENTAL IMPACTS AND MITIGATION

### 11.1 Introduction

11.1.1 This section of the SoC presents the key environmental issues associated with the Scheme. An EIA has been undertaken and the findings are presented within this section of the SoC to highlight where significant adverse environmental effects could arise, how the principles of environmental design and construction management have been incorporated into the Scheme to minimise adverse effects, additional mitigation that may be required, and the significant residual effects that would remain after mitigation.

### 11.2 Environmental assessment

11.2.1 The Scheme has been subject to an EIA, which is reported in the ES [**CD1-10**]. The ES [**CD1-10**] comprises three volumes as follows:

(a) Volume 1 [**CD1-10.01**]: Non-Technical Summary which provides a summary of the EIA in non-technical language.

(b) Volume 2 [**CD1-10.02**]: ES Main Report which includes a description of the Scheme for both the construction and operational phases, the method of assessment for the EIA, an outline of the reasonable alternatives considered to the Scheme, and a detailed assessment for each of the environmental topic areas to identify any significant environmental effects.

(c) Volume 3 [**CD1-10.03- CD1-10.58**]: Appendices to the ES Main Report providing supporting technical information.

11.2.2 In the first instance, adverse environmental effects have been avoided or minimised where possible through design. The ES assesses the potential environmental effects of the Scheme on a topic-by-topic basis and identifies additional mitigation that may be required to minimise impacts. Significant residual effects are reported in the ES after mitigation has been applied.

### 11.3 Environmental design and mitigation

11.3.1 In accordance with the risk mitigation hierarchy, mitigation measures proposed through the ES Main Report [**CD1-10.02, pages 53 and 54, paragraphs 5.4.10 to 5.4.13**] prioritise avoiding risks, reducing risks, offsetting the impact and then compensating. Where possible, environmental effects have been avoided through embedded mitigation developed as part of the design of the Scheme.

### 11.4 Management of construction impacts

11.4.1 A range of mitigation measures have been identified to reduce significant environmental effects. These will be implemented via the following construction control documents which will be adopted by the Contractor (a person, company, or

organisation engaged under contract to carry out specific works or services related to the construction of CSET2):

(a) Draft Spoils Management Plan [**CD1-10.06**];

(b) CoCP [**CD1-10.07**];

(c) CEMP [**CD1-10.08**]; and

(d) Construction Lighting Plan [**CD1-10.09**].

11.4.2 The identified construction mitigation measures include general best practice measures that are applicable to any construction project, and Scheme and site specific measures which include restrictions and controls on the use of certain construction plant and techniques.

11.4.3 Construction mitigation measures also include specific actions that will need to be undertaken for vulnerable receptors such as local residents, protected species, and surface watercourses.

## 11.5 Environmental effects of the Scheme

11.5.1 This section provides a summary of the topic-by-topic assessments reported in the ES [**CD1-10.02**].

## 11.6 Air quality

### Environmental considerations

11.6.1 As the Scheme will be predominantly located within a rural area, air quality within the study area is generally good, falling well below the limits (**Air Quality Objectives**, the legal standard for background air quality) where human health could be affected.

11.6.2 During construction, the Scheme could impact air quality through the generation of dust and fine particulate matter associated with certain construction activities such as breaking ground and earthworks, running construction vehicles along unsealed haul roads, handling aggregates, and stock piling materials. Due to the size of the Scheme and the proximity of construction works to residential properties in Shelford, Sawston and Stapleford, mitigation has been identified to minimise effects.

11.6.3 Combustion emissions including nitrogen oxides and particulate matter will be generated from the operation of construction traffic travelling to and from the site and construction plant and machinery operating within the construction site. Impacts to local air quality will be minimal and ambient air quality will continue to fall below Air Quality Objectives.

11.6.4 Once the Scheme is operational, some road journey patterns will change as car trips are replaced by trips using the bus services running along the Scheme. Some road links will experience an increase in journeys and some will have a decease with a corresponding effect on local air quality. Whilst operating on the Guided Busway, the hybrid diesel electric buses will be powered by diesel engines for the time being resulting in combustion emissions, and these will be replaced with electric buses once viable options become available. The change in journey patterns will only result in very small changes to local air quality, and the number of buses operating on the Guided Busway will also be small, resulting in a negligible effect on air quality.

**Mitigation**

11.6.5 Standard best practice measures for controlling dust during construction are set out in guidance published by the Institute of Air Quality Management [**CD18-01**]. The air quality assessment has identified the following categories of construction dust mitigation measures that are relevant and are proposed to be implemented:

(a) general mitigation measures for all construction activities;

(b) specific mitigation measures for high risk earthworks activities;

(c) specific mitigation measures for high risk construction activities; and

(d) specific mitigation measures for low risk track out activities

11.6.6 The CEMP [**CD1-10.08, pages 30-36, particularly paragraphs 10.1.9, 10.7.2 and 10.9**] and CoCP [**CD1-10.07, pages 29-30**] set out a range of best practice measures to minimise combustion emissions as far as practicable.

**Significant residual effects**

11.6.7 No significant residual effects on air quality are predicted for either the construction or operational phases of the Scheme.

## 11.7 Noise and vibration

**Environmental considerations**

11.7.1 As a relatively quiet and tranquil area, background noise levels along the route of the Scheme are generally low, mainly dominated by road traffic noise from the A11, A1307 and local roads. Construction sites are noisy places with heavy construction plant and machinery operating, noisy activities such as drilling and digging, and heavy goods vehicles (**HGVs**) travelling to and from the construction site. Residents living closest to the construction activities will be most affected by any impacts.

11.7.2 During operation, the buses travelling along the Guided Busway will increase noise levels in quiet areas but the overall background noise levels will not exceed limits where human health will be affected. As the bus services continue into Cambridge, the high existing background noise caused by road traffic within the city means that the additional buses could exceed limits where human health is affected at some points, notwithstanding that the actual increase attributable to the operation of the buses would be relatively minor (1 – 3 dB increase) when compared to the pre-existing position.

**Mitigation**

11.7.3 The Guided Busway will be constructed using a low noise surface for the buses to run along. This will minimise noise generated from the interaction of the bus wheels and the Guided Busway. Additionally, where the Guided Busway will run close to local residential properties, attenuation in the form of noise bunds and barriers will be provided. Noise attenuation is proposed at the following five locations:

(a) Acoustic barrier approximately 70 m long. Located parallel with property boundary between stop and closest receptor on Hinton Way. Barrier height 2 m relative to carriageway edge.

(b) Acoustic bund approximately 100 m long immediately south of shared user path and east of Hinton Way bus stop. Bund height 1 m relative to carriageway edge.

(c) Acoustic bund approximately 200 m long immediately west of shared user path and south of Haverhill Road bus stop. Bund height 1 m relative to carriageway edge.

(d) Acoustic bund near North Farm approximately 200 m long immediately north of the Guided Busway. Bund height 1 m relative to carriageway edge.

(e) Acoustic barrier west of Sawston Road bus stop immediately south of the shared user path. Approximately 300 m long. 2 m height relative to carriageway edge.

11.7.4 The locations of the noise barriers and bunds are shown on the LEMP [**CD1-10.05, pages 22-39**].

11.7.5 A range of construction phase mitigation measures in relation to noise and vibration are set out in the CoCP [**CD1-10.07, pages 10-11**] and CEMP [**CD1-10.08, pages 54-56**] which includes the use of best practice measures as well as site specific measures.

11.7.6 There are three locations which are particularly sensitive due to the proximity of local residents to the Scheme. These are at Hinton Way, Haverhill Road, and properties in the new housing estate off Babraham / Sawston Road. At all three of these locations, additional specific measures are proposed including the use of temporary acoustic hoarding and the micro-siting of noisy construction equipment a minimum distance away from the construction site boundaries closest to the noise sensitive receptors. Local residents will be kept informed of construction progress and the likely occurrence of any particularly noisy activities near their properties.

11.7.7 Operational phase mitigation includes the installation of acoustic bunds and barriers and the specification of low noise surfacing for the Guided Busway. Hybrid diesel electric buses will be operating under electric power within Cambridge, further reducing engine noise.

**Significant residual effects**

11.7.8 During construction, significant adverse effects are predicted to arise at properties along Hinton Way, Haverhill Road and properties in the new housing estate off Babraham / Sawston Road. The specified mitigation measures will reduce the impacts so that effects are not significant. The significant effects would be a worst case scenario.

11.7.9 During operation, no significant adverse effects are predicted for properties close to the Scheme. However, the continuation of bus services into Cambridge will result in additional traffic noise that is predicted to significantly increase noise levels for 571 properties between Cambridge Station at Hills Road, 93 properties between Hills Road and Long Road, and 145 properties between Long Road and FCA. In addition, 12 residential properties and one of the buildings of Downing College are predicted to experience a significant effect due to changes in road traffic on Regent Street. These changes in noise are unavoidable as mitigation measures would be difficult to install due to access requirements.

## 11.8 Water environment

**Environmental considerations**

11.8.1 The Scheme crosses (i) the River Granta twice, once near Babraham and once near Stapleford, and (ii) another watercourse, Hobson's Brook, near the CBC. The Scheme also crosses field drains. During construction, there is a risk of sediment laden and contaminated surface water runoff from the construction site polluting these watercourses.

11.8.2 During operation the Scheme's surface water drainage network will discharge treated runoff into the River Granta and Hobson's Brook. The Scheme will also be located within areas at risk of flooding, primarily the River Granta flood plain.

**Mitigation**

11.8.3 The drainage strategy utilises SuDS principles and features in accordance with the SuDS hierarchy:

(a) Preferentially discharge into the ground, or if this is not possible;

(b) Discharge to a surface water body, or if this is not possible;

(a) Discharge to a surface water sewer, highway drain, or another drainage system, or if this is not possible;

(c) As a last resort, discharge to a combined sewer.

11.8.4 Along the Guided Busway route, water runs off the surface into the filter drains lining the route. These discharge into swales and then, via attenuation ponds, discharge to the River Granta and Hobson's Brook at a restricted greenfield runoff rate. Additional pollution prevention specific measures include the specification of catchpits to remove silt, flow control chambers, and penstock valves. This approach utilises the appropriate level of treatment prior to discharge into the receiving water bodies.

11.8.5 Two flood compensation areas are proposed and incorporated into the landscape design, to accommodate displaced water from the abutments of the two River Granta crossings. These two flood compensation areas will ensure that flood risk to third party properties is not increased as a result of the Scheme.

11.8.6 Mitigation measures during construction includes general best practice measures including the adoption and implementation of specific measures set out in:

(a) the Construction Industry Research and Information Association (**CIRIA**) C648 [**CD19-01, page 33**];

(b) the Environment Agency published Pollution Prevention Guidance [**CD18-02 - CD18-06**]; and

(c) the Guidance for Pollution Prevention [**CD18-07 - CD18-14**].

11.8.7 Additional mitigation measures to manage sediment and contaminant laden runoff from the construction site are set out in the CoCP [**CD1-10.07, pages 29-30**] and CEMP [**CD1-10.08, pages 57-60**]. Controls on the temporary bridges carrying the haul road across the River Granta and Hobson's Brook will avoid any direct impacts on either surface watercourse. This includes ensuring that all temporary bridges are single span with abutments set back from the river banks, and deck heights maximised to reduce any in channel shading.

11.8.8 Additional mitigation measures to manage sediment and contaminant laden runoff from the construction site are set out in the CoCP [**CD1-10.07, pages 29-30**] and CEMP [**CD1-10.08, pages 57-60**]. Controls on the temporary bridges carrying the haul road across the River Granta and Hobson's Brook will avoid any direct impacts on either surface watercourse. This includes ensuring that all temporary bridges are single span with abutments set back from the river banks, and deck heights maximised to reduce any in channel shading.

11.8.9 During operation, the SuDS measures incorporated into the drainage network will ensure that surface water runoff from the Guided Busway is treated for any

pollutants to an adequate level and that flows are attenuated to avoid any downstream flooding.

11.8.10 Where the Scheme crosses the River Granta flood plain, the bridges have been sized to minimise any displacement of flood water. There will be a small amount of displacement caused by the bridge piers and small sections of the bridge abutments and compensatory flood plain storage is included within the landscape design.

**Significant residual effects**

11.8.11 No significant effects are predicted for surface water receptors in either the construction or operational phases of the Scheme.

## 11.9 Geology and soils

**Environmental considerations**

11.9.1 The Scheme is located within an area of BMV agricultural land due to the high quality of top soil. This top soil will need to be stripped and removed from the site as it is not suitable for reuse within the landscaped areas. A suitable alternative use for the top soil will be sought, but if none can be found, it may need to be disposed to landfill.

11.9.2 The bedrock underlying the Scheme is chalk, and the upper layers are weathered and geotechnically unsuitable for construction. Some of the weathered chalk can be reused within the Scheme, but most will need to be exported for reuse on other schemes or disposed to landfill.

11.9.3 Nine Wells LGS is located close to the Scheme and is designated for its natural chalk springs. Deep excavations and groundworks could disrupt groundwater flows to these springs, although the Scheme is located above a separate geological unit from the springs so there is unlikely to be an impact.

**Mitigation**

11.9.4 Best practice measures to mitigate any impacts from unexpected contamination are set out in the CoCP [**CD1-10.07, pages 29-31**] and CEMP [**CD1-10.08, page 51**]. The Draft Spoils Management Strategy [**CD1-10.06, pages 13-16**] sets out the controls and techniques required to maintain soil quality for stockpiled soils that will be reinstated in the temporary construction areas once construction has finished.

**Significant residual effects**

11.9.5 The Scheme would result in a temporary loss of 36 ha of BMV agricultural land. This would have a temporary significant effect that would last for the duration of the construction phase until the land could be reinstated to its original condition. In addition to this temporary loss of BMV land there would be a permanent loss of 53 ha of BMV land which cannot be mitigated.

## 11.10 Biodiversity

**Environmental considerations**

11.10.1 Most of the Scheme is on agricultural land with low biodiversity value, although there are more valuable habitats present including hedgerows, the River Granta, and Hobson's Brook. Construction will result in a loss of habitat and the displacement of wildlife including water voles, farmland birds, amphibians including great crested newts, bats, badgers and other small mammals.

11.10.2 The Scheme will result in long term benefits to biodiversity and wildlife due to the creation of new habitats of greater biodiversity value than the agricultural land it will replace. As a linear development, the Scheme will introduce new linear habitats and other valuable wildlife features such as species rich hedgerows, ecology ponds and ditches, wildflower meadows, and areas of grassland specifically designed for farmland birds. The Scheme will act as a wildlife corridor connecting fragmented habitats within the landscape.

**Mitigation**

11.10.3 Once new planting has been established, the landscape design will result in a BNG of 65.53% for habitat areas, 105.62% for hedgerows, and 32.06% for ditches, which will benefit a wide range of species. There would be a minor decrease in habitat value of -1.32% for rivers and streams due to the effects of shading from the proposed bridges crossing the River Granta and Hobson's Brook [**CD1-10.02, page 18, paragraphs 2.1.91 – 2.1.94**].

11.10.4 GCP have a BNG target of 20% and a scenario modelling assessment [**CD1-10.43**] has been undertaken to identify opportunities to achieve a minimum of 20% BNG for the rivers and streams metric. The assessment has determined that it is not possible to achieve the required BNG within the Scheme boundary and BNG credits will be purchased to offset loss and ensure that the 20% BNG target is obtained for all metrics [**CD1-10.42, page 29, paragraph 10.10.169**].

11.10.5 Mitigation measures have been incorporated into the design for a range of specific species as follows:

(a) Water vole and great crested newts: the landscape design includes eight new ponds specifically designed as habitat for water vole and great crested newts. The new ponds will include a range of native aquatic and marginal plant species tailored to suit water voles and great crested newts, and one-year preestablished coir mats will be used. A new proposed box culvert close to the River Granta will include an integrated mammal ledge to minimise fragmentation of water vole habitat.

(b) Bats: Three new bat boxes are proposed to compensate for the loss of a day roost, and an additional ten new bat boxes are proposed to compensate for the loss of roosting opportunities within trees that will be felled. Taller trees are proposed to be planted where the Guided Busway crosses bat commuting routes to help bats fly over the Guided Busway and avoid collisions with buses. The landscape planting includes new linear features to guide bats to appropriate and safe crossing points. Lighting across the Scheme is minimised as far as possible and is only proposed where safety considerations require it, such as highways crossings, bus halts and the Travel Hub. Where lighting is proposed, the specification has sought to minimise impacts on bats and other nocturnal species by adopting the relevant Institute of Lighting Professionals guidance [**CD16-01**]. It is proposed that the parapets for the River Granta bridges will be topped with wire mesh fences so that bats using the River Granta as a commuting route and foraging area that fly over the bridges will be forced to fly above the height of any buses using the bridges and avoid collisions.

(c) Badger: A new artificial badger sett will be created to compensate for the loss of an existing badger sett.

(d) Reptiles and amphibians: Five new hibernacula are proposed to increase the amount of habitat available for reptiles and amphibians. The new ecological ponds specifically designed for water voles and great crested newts will also benefit other species of amphibians. Where there is a high risk of mortality for

amphibians, permanent exclusion fencing is proposed to minimise the risk of individual animals gaining access to the Guided Busway.

(e) Breeding and wintering birds: The landscape design includes new areas of hedgerow, woodland, shrub, trees, wildflower meadows, and wild bird seed mixture strips. The wild bird seed mixture strips will include a sown mix of cereals and legumes which provides important food resources for farmland birds, especially in winter and early spring. It is also proposed to install twenty new bird boxes on retained trees near the River Granta and Hobson's Brook.

(f) Barn owl: Proposed new lengths of hedgerow planted with woody native species will create a buffer between buses travelling along the Guided Busway and habitats adjoining the Scheme. The taller and more mature trees included as bat 'hop-overs' will also benefit barn owls as they will encourage the barn owls to fly up and over the Guided Busway to minimise the potential for collisions with buses. The proposed landscape design includes an area of wildflower meadow adjacent to the River Granta which will provide suitable foraging habitat for barn owls. The loss of potential roosting opportunities for barn owls, within trees, will be mitigated by the erection of additional barn owl boxes (in pairs) at sites currently used by barn owls to enhance their population.

(g) Grey partridge: The alignment of the Guided Busway has been amended from earlier designs to provide as large a buffer as possible between a hedgerow located between Nine Wells LNR and Granham's Road (which is known to host grey partridge) and the Guided Busway. It is proposed to plant the buffer area between the hedgerow and the Guided Busway with enhanced grass margins which will provide cereals and legumes for a range of farmland birds including the grey partridge.

(h) Invertebrates: Proposed native wildflower meadows and new diverse native, species-rich hedgerows will benefit a wide range of invertebrate species. The drainage swales and wetland habitats will also benefit invertebrates. Habitat piles with dead wood arisings will be created from the site clearance works and log piles will also be provided within the newly created habitats.

11.10.6 During construction, specific mitigation measures for protected species will be secured through the CEMP [**CD1-10.08, pages 39-49, section 11**]. These measures will include precautionary methods of working, surveys and translocation of protected species, and specific construction management such as the provision of temporary habitat features, techniques to displace species, and buffer zones around sensitive habitats.

11.10.7 Protected species mitigation licences will need to be obtained from Natural England for bats, water voles, and badgers, and these will secure the specific mitigation measures set out in the ES for these particular species. A District Level Licence (a strategic mitigation licence for great crested newts, allowing developers to pay a fee for off-site habitat compensation instead of individual site surveys and licences) for great crested newts will also need to be obtained.

11.10.8 General best practice measures to prevent pollution, dust and noise will also reduce impacts to habitats and species in the areas surrounding the construction site.

11.10.9 Following construction any loss of habitat will be mitigated via reinstatement, new planting and/or natural regeneration. The LEMP [**CD1-10.05**] sets out the specification and location for all new and compensatory habitats within the Scheme's landscape design and includes management measures to maintain the condition of these habitats throughout the operational phase.

### Significant residual effects

11.10.10 No significant effects are predicted for biodiversity receptors in either the construction or operational phases of the Scheme.

## 11.11 Landscape and visual impact

### Environmental considerations

11.11.1 The Scheme will introduce new hard infrastructure to a mostly rural landscape and buses will be visible where there are currently fields. As the Scheme passes closely to the villages of Shelford, Stapleford, and Sawston, local residents on the outskirts of these villages will experience altered views. These changes to landscape character and views will be greatest during construction where the presence of the construction site and activities will be incongruous to existing landscape and views. At the opening year of the Scheme, landscape planting will not have been established so the Scheme will be at its most visually prominent. After fifteen years, landscape planting will have been established and grown, integrating the Scheme into the landscape, and screening sensitive views as far as possible.

### Mitigation

11.11.2 The landscape design has been developed to integrate the Scheme into the surrounding landscape by softening the appearance of hard infrastructure and reflecting local planting and landscape patterns. The landscape design also provides screening for specific visual receptors that are predicted to be most adversely affected through the planting of trees, hedgerows, and blocks of woodland.

11.11.3 The heights and lengths of the two bridges crossing the River Granta have been reduced, compared to earlier designs, to minimise visual intrusion and reduce their prominence within the landscape.

11.11.4 The CEMP [**CD1-10.08, pages 51-53, section 13**] set out best practice measures to keep a clean and tidy site and reduce visual impacts as far as possible during construction, and the protection of retained vegetation. The Construction Lighting Plan [**CD1-10.09, page 11, section 6.0**] sets out measures to minimise light spill and glare so that impacts to landscape character and visual receptors are minimised as far as possible during any night time working or during the winter months when construction lighting may be required.

11.11.5 During operation, the LEMP [**CD1-10.05**] sets out the specification for the landscape design which is intended to integrate the Scheme into the landscape as far as possible and minimise any visual intrusion on sensitive visual receptors.

### Significant residual effects

11.11.6 Significant residual effects are predicted on the River Granta Landscape Character Area (**LCA**) during construction, and at the opening year of the Scheme and the design year of the Scheme, fifteen years after the opening year.

11.11.7 Significant residual effects are predicted to occur at seventeen visual receptors during construction. At the Scheme's opening year, significant residual effects at fourteen visual receptors are predicted, reducing to seven visual receptors after fifteen years when vegetation planted as part of the landscape scheme will have been established and provide the intended screening.

## 11.12 Historic environment

### Environmental considerations

11.12.1 The Scheme is located in an area that has been active for millennia, and there are 29 separate archaeological remains underlying the Scheme that date from the bronze age to the modern era. During construction, these archaeological remains will either be lost or truncated due to groundworks including topsoil stripping, and excavations.

11.12.2 There are also numerous heritage assets within 1.5 km of the Scheme including three Conservation Areas (Stapleford Conservation Area, Babraham Conservation Area, and Great and Little Abington Conservation Area), three Grade I listed buildings, eight Grade II* listed buildings, thirteen Grade II listed buildings, and two Scheduled Monuments. There is also the Pampisford Hall Grade II* and Sawston Hall Grade II Registered Park and Gardens within 1.5 km of the Site. The presence of existing screening vegetation, intervening buildings, topography and the proposed landscape design will integrate the Scheme into the landscape as far as possible. Therefore, impacts to the setting of these heritage assets will range from no change to a minor impact.

### Mitigation

11.12.3 A heritage mitigation plan and Written Scheme of Investigation (**WSI**) will be produced and will need to be approved by the county archaeologist (who manages local archaeological heritage, advises on planning, maintains the Historic Environment Record, assesses development impacts, and oversees fieldwork to protect sites) (**County Archaeologist**) before construction can commence. The plan will include any additional mitigation in the form of advance planting or screening to reduce visual intrusion on the setting of nearby buildings. The WSI will set out measures such as planned strip and record activities in key areas along the route.

11.12.4 Targeted archaeological investigation (such as excavation of buried remains) is required due to the presence of archaeological remains from multiple periods identified through initial evaluation that has been undertaken to inform the ES. Where trial trenching is not possible, for example where designs have been updated during the fieldwork period or where access has not been possible, pre-construction recording will be undertaken.

11.12.5 Measures to minimise landscape and visual impacts during construction will also help to mitigate impacts to the historic setting of heritage assets. This also applies to the operational phase where the integration of the Scheme into the surrounding landscape through the landscape design will also minimise impacts to the historic setting of heritage assets.

### Significant residual effects

11.12.6 Significant residual effects are predicted to occur during construction due to the loss or truncation of archaeological remains within the Scheme footprint. No significant effects are predicted which would affect the historic setting of any heritage assets during construction.

11.12.7 No significant residual effects are predicted to occur to any heritage assets during operation.

## 11.13 Population and human health

### Environmental considerations

11.13.1 Local communities within the nearby villages of Shelford, Stapleford, Sawston, and Babraham will be most affected by the Scheme. During construction, this will include disruption from construction traffic and traffic management which could reduce

access for communities to local facilities, employment sites, cultural centres and shops. Diversions and a reduction in the amenity value of affected public rights of way, including the DNA Cycle Path, may deter recreational and commuting use during construction. The amenity at residential properties close to the construction site will be reduced due to air quality, noise, and traffic impacts.

11.13.2 The local economy will benefit from the economic stimulation of the Scheme due to the demand for skilled labour, construction materials, and construction plant hire.

11.13.3 Once operational, the Scheme will provide multiple benefits including improved non-motorised and public transport connectivity to the local villages, Cambridge city centre and local employment sites.

**Mitigation**

11.13.4 Mitigation during construction includes continued public engagement with affected communities, maintaining access to land that is severed by construction works, the maintenance and reparation of agricultural drainage and irrigation networks, the reinstatement of temporary land and the implementation of a diversion to maintain continued access along the DNA Cycle Path. Disruption to local communities caused by construction traffic will be managed through a Construction Traffic Management Plan (**CTMP**) set out in the CoCP [**CD1-10.07, page 23, paragraph 9.1**].

11.13.5 No mitigation is proposed for the operational phase.

**Significant residual effects**

11.13.6 Significant adverse residual effects during construction are predicted to occur to commercial businesses due to traffic disruption, residents of properties in close proximity to the construction works due to a loss of residential amenity, and health and social care services who may experience traffic disruption to facilities in the CBC.

11.13.7 There would also be significant beneficial residual effects for commercial businesses who would benefit from the stimulation to the local economy from supply chain and labour requirements of the construction works.

11.13.8 During operation, there would be significant beneficial residual effects for commercial businesses who will benefit from connectivity to the labour market and reduced congestion on the highway network. Pedestrians, cyclists and horse riders will all significantly benefit from the operation of the Scheme due to the provision of a new route, segregated from vehicles, connecting the surrounding communities and major employment centres.

11.13.9 There would be no significant residual adverse effects during operation.

## 11.14 Traffic and transport

**Environmental considerations**

11.14.1 Additional traffic from HGVs and other construction traffic, coupled with traffic management measures where the Scheme intersects the existing highway network will result in some temporary journey delays for the duration of the construction phase.

11.14.2 Once operational, the Scheme will cause a change in journey patterns as trips are diverted from car to bus journeys. The predicted change in traffic patterns will result in some existing roads becoming busier and some less busy, but with an overall reduction in total vehicle mileage across the road network.

**Mitigation**

11.14.3 Implementation of the Outline CTMP set out in the CoCP [**CD1-10.07, page 23, paragraph 9.1**] will minimise disruption to users of the local highway network during construction due to additional construction traffic and temporary traffic management measures. No mitigation is proposed for the operational phase as no significant adverse traffic and transport effects have been identified during operation of the Scheme.

**Significant residual effects**

11.14.4 A temporary significant residual effect is predicted for users of FCA due to driver delay caused by temporary traffic management measures during construction of the Scheme. This could affect ambulances accessing Addenbrooke's Hospital, although measures in the CTMP, contained in the CoCP [**CD1-10.07, page 23, paragraph 9.1**] would minimise this as far as possible.

## 11.15 Climate vulnerability

**Environmental considerations**

11.15.1 As the earth's climate continues to change, the region is expected to experience hotter drier summers and warmer and wetter winters, as well as an increase in the severity and frequency of extreme weather events. This could impact the Scheme through increased flood risk, damage to the landscape planting, increased thermal loads on electrical and telecoms networks and increased damage to the Guided Busway surfacing.

**Mitigation**

11.15.2 Mitigation measures to ensure that the Scheme is resilient to the effects of climate change are embedded in the Scheme design through the adoption of the relevant design standards.

**Residual effects**

11.15.3 No significant residual effects are predicted.

## 11.16 GHG emissions

**Environmental considerations**

11.16.1 GHG emissions will be generated by the operation of construction plant and traffic, and embedded carbon in the construction materials used to build the Guided Busway. During operation, the buses will be operating on hybrid electric diesel engines resulting in some carbon emissions. The predicted changes in journey patterns resulting from trips being diverted from cars to buses will also change carbon emissions, although the overall effect is expected to be a very small increase amounting to 0.0007% of the UK Fifth Carbon Budget (2028 to 2032) and 0.0015% of the UK Sixth Carbon Budget (2033 to 2037) [**CD1-10.2, page 310**].

**Mitigation**

11.16.2 A draft Carbon Management Plan [**CD1-10.57**] has been produced and sets out the measures already implemented through changes to the design and further opportunities for reducing carbon at the detailed design and construction stages.

11.16.3 Carbon emissions can be reduced during operation by ensuring that the operating bus fleet operates on full electric power when electric buses with adequate range for the planned services become available on the market.

### Residual effects

11.16.4 No significant residual effects are predicted.

## 11.17 Waste and resources

### Environmental considerations

11.17.1 Soils and other excavated waste will be the main source of waste generated during construction. It is intended to export these materials for reuse on other projects, but it is possible that an alternative use cannot be found and they would need to be disposed at landfill.

11.17.2 Approximately 30% of construction materials are likely to comprise recycled materials with the remainder being virgin materials. This primarily includes aggregates, concrete, asphalt and steel. There is adequate supply and availability of these materials within Cambridgeshire.

### Mitigation

11.17.3 The implementation of the waste hierarchy during construction will focus on reducing the generation of waste and the reuse of any waste during construction. Construction materials will need to meet a specific specification for the minimum recycled content where this is technically feasible e.g. aggregates. There will be a significant surplus of top soil and weathered chalk produced during construction that cannot be reused within the Scheme. Alternative uses for these soils will be sought from neighbouring landowners, other developments within the region that require soils for landscaping, or the remediation of disused quarries or landfill sites. The reuse of these waste soils will be undertaken via a Materials Management Plan (**MMP**) and soil testing for the suitability of reuse will be required.

11.17.4 Whilst it is not anticipated that significant quantities of hazardous waste will be generated during construction, any hazardous waste encountered will be managed through the MMP and Site Waste Management Plan. The CoCP [**CD1-10.07, page 28, paragraph 11.1**] and CEMP [**CD1-10.08, pages 63-68, section 16**] set out general measures to reduce waste and minimise resource use during construction.

11.17.5 It is not anticipated that significant quantities of waste will be produced during operation and no mitigation measures are proposed.

### Significant residual effects

11.17.6 Whilst every effort will be made to find an alternative use for waste soils generated during construction, there is uncertainty as to whether this can be achieved. Consequently, the ES has assumed a worst case scenario where all of the excess top soil and weathered chalk would need to be disposed of at an appropriately licensed landfill site. This would utilise 1.12% of existing landfill void capacity within Cambridgeshire which would be a significant residual effect.

## 11.18 Cumulative effects

### Environmental considerations

11.18.1 The construction and operation of the Scheme will result in cumulative effects with other development projects in close proximity to the Scheme. Cumulative effects are greatest when the construction phases of the Scheme and other developments overlap, although operational cumulative effects are also predicted to occur.

**Mitigation**

11.18.2 The EWR project has the greatest potential for cumulative effects to arise due to the very close proximity of the two schemes including adjoining construction compounds off Granham's Road. Coordination between the two construction teams will be undertaken so that construction works programming can be phased to minimise cumulative effects where possible and additional mitigation measures can be identified where needed.

**Significant residual effects**

11.18.3 Significant adverse combined effects are predicted for staff and patients at the CBC during construction. This will be due to the staff and patients experiencing impacts from noise, visual and traffic disruption, during construction which, in combination, will result in a significant adverse effect. This will be temporary and reversible, lasting for the duration of the construction phase.

11.18.4 Residual significant cumulative effects with other projects are predicted as follows:

(a) Cumulative loss of BMV agricultural land.

(b) Cumulative adverse effects on landscape character.

(c) Cumulative impacts on archaeological remains.

(d) Cumulative impacts resulting from traffic disruption.

## 12. LAND AND PROPERTY (INCLUDING COMPULSORY ACQUISITION)

### 12.1 Introduction

12.1.1 This section sets out:

(a) the land and property requirements for the Scheme;

(b) the approach taken to secure land;

(c) efforts made to negotiate agreements with affected parties; and

(d) 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 Guided Busway.

12.1.3 In preparing and making the Application and preparing this SoC, the Applicant has had due regard to the guidance on compulsory purchase, entitled *"Guidance on the Compulsory Purchase Process",* introduced in October 2015 by the MHCLG and referred to hereafter as "**CPO Guidance**" [**CD11-18**]. This section of this SoC has been prepared to demonstrate accordance with the CPO Guidance [**CD11-18**], the Acquisition of Land Act 1981 [**CD4-02**], TWA **[CD4-08]** and associated Rules; the Human Rights Act 1998 [**CD4-11**]; Equality Act 2010 [**CD4-13**]; and the DfT guidance "Transport and Works Act orders: a brief guide" [**CD13-07**].

12.1.4 The purpose of the compulsory acquisition powers in the Order **[CD1-02]** 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 Order **[CD1-02]**.

12.1.5 Section 5 and Schedule 1 of the TWA allows for a TWAO to include provision authorising acquisition of land, including compulsory acquisition [**CD4-08, pages 67-72**].

## 12.2 Main compulsory acquisition powers

12.2.1 The main powers authorising the compulsory acquisition of land, or interests in, or rights over land, are contained in Articles 23 (compulsory acquisition of land) and 26 (power to acquire rights and imposition of restrictive covenants) of the Order **[CD1-02]**. Table 7 in Appendix 3 of this SoC (**page 239**) provides a description of the land which is subject to powers of outright acquisition in terms of Article 23. The purpose for acquiring this land is to enable the Applicant to construct the permanent works on the land and other elements described below. Permanent land acquisition is required for the construction, operation, and maintenance of the Guided Busway infrastructure, including the proposed P&R facility.

12.2.2 Article 26 allows rights over land to be acquired instead of outright acquisition. This allows flexibility in approach and a reduction in the impact on the interests of the land interest.

12.2.3

12.2.4

12.2.5 Table **8** in Appendix 3 (**page 244**) of this SoC provides a description of the land which is subject to the acquisition of rights or the imposition of restrictive covenants. These rights are necessary for the purposes of constructing the works and the maintenance of the works thereafter, ensuring that the operator of the finished Scheme is able to fulfil their functions. 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. Powers are also sought for the diversion of apparatus of statutory undertakers, such as for the diversion of existing electricity cables. Where new rights relate to installing apparatus underground, restrictive covenants protecting that apparatus are also sought.

12.2.6 The Applicant has considered where 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.

12.2.7 In addition, powers are sought in the Order **[CD1-02]** to enable the temporary possession and use of land. Such powers apply to all of the plots in the Book of reference and shown in the Works and Land Plan. For the plots listed in **Table 7** of APPENDIX (**page 239**), no permanent acquisition of interests in land is permitted and only temporary powers over land may be exercised. Temporary land requirements relate to construction working areas, and contractor works compounds expected to comprise of welfare facilities, offices, contractor parking, access routes and plant and materials storage. Land, which is required for temporary possession, will, after completion of the construction works, be restored and returned to the existing owners.

12.2.8 In each case, the party having an interest in the land, or the interest or right in the land, may be entitled to compensation.

12.2.9 Where powers to acquire freehold of land, or permanent new rights are included, then the power would also exist for the Applicant to take possession of that land under its temporary powers.

12.2.10 The Scheme's land requirements are informed by the Applicant's appointed designers who have developed the Guided Busway design over the duration of the Scheme.

12.2.11 The Order **[CD1-02]** also confers powers on the Applicant to enter land to carry out surveys (Article 19).

12.3 **Temporary powers – further considerations**

12.3.1 The Applicant further seeks, in the Order **[CD1-02]**, powers to use land temporarily for the purposes of the Scheme.

12.3.2 Article 28: Temporary use of land for construction of works

(a) The powers to use land temporarily for carrying out the Scheme ensures that appropriate work sites, working space and means of access are available for use during the construction and maintenance period and provides space for mitigation and other permanent works. This temporary power minimises the impact on land interests by ensuring that the Applicant does not have to acquire land it only requires temporarily.

(b) Article 28 would authorise the Applicant to take temporary possession of:

(c) the land specified in column 1 and 2 of Schedule 8 to the Order **[CD1-02]**; or

(d) any other land within the limits of the Order **[CD1-02]** so long as the Applicant has not served a notice of entry or executed a General Vesting Declaration (**GVD**) in respect of the land.

(e) In addition to taking possession of the land, Article 28 would authorise the Applicant to:

(i) remove buildings and vegetation from the land;

(ii) construct temporary works (including accesses) and buildings on the land; and

(iii) construct any permanent works specified in Schedule 1 to the Order **[CD1-02, page 44]**.

(f) The power to take temporary possession would be subject to time limits under Article 28(3). The Applicant cannot remain in possession unless the owner of the land agrees:

(i) as regards any land specified in columns 1 and 2 of Schedule 8 to the Order **[CD1-02, pages 58-59]**, for more than a year after completing that part of the Scheme specified in relation to that land in column 3 of the Schedule; and

(ii) as regards any other Order land, for more than a year after completing the work for which temporary possession was taken (unless before the end of that period the Applicant has made a vesting declaration or served notice of entry in relation to that land).

(g) Article 28(4) provides that before giving up possession of any land the Applicant would be obliged to remove all temporary works and restore the land to the condition it was in on the date on which possession of the land was first taken, or such other condition as may be agreed with the owners of the land.

12.3.3 Article 29: Temporary use of land for maintenance of works

(a) Article 29 would empower the Applicant to take temporary possession of any land within the limits of the Order **[CD1-02]**, if reasonably required for the purpose of maintaining the Scheme, at any time during the maintenance period (i.e. five years from the date on which that part of the Scheme is first open for use).

(b) This Article would allow the Applicant to construct temporary works and buildings on the land, so far as reasonably necessary for the purpose of maintenance. The Applicant would not be able to take temporary possession of a house, or a garden belonging to a house, or any other occupied building under this Article.

(c) The Applicant may only remain in possession of land under this Article for so long as may be reasonably necessary to carry out the maintenance of the part of the Scheme for which possession was taken. Before giving up possession of land temporarily possessed under this Article, the Applicant would be required to remove all temporary works and restore the land to the condition it was in on the date on which possession of the land was first taken or such other condition as may be reasonably agreed with the owners of the land.

(d) The powers to use land temporarily for maintaining the Scheme ensures that the land is available for maintenance works during a five-year period from when that part of the Scheme is first opened for use. This is in the public interest as it ensures that it is possible to maintain the Scheme and the public benefits it will deliver. Temporary powers are sought for this purpose as permanent powers would entail an excessive impact on land interests.

12.3.4 Article 30: Temporary use of land for access

(a) Article 30 allows the use of land for access purposes upon seven prior days' notice in addition to its taking possession of the land for temporary purposes.

12.3.5 Other Powers affecting interests in land

(a) The other compulsory acquisition powers sought by the Applicant in the Order **[CD1-02]** include:

(i) *Article 27: Rights under or over streets*

(A) Article 27 is not in a strict sense a power of compulsory acquisition. However, it is included here for completeness because it would authorise the Applicant to:

- enter on and appropriate so much of the subsoil underneath or the airspace over any street within the limits of the TWAO as may be required to provide the Scheme; and

- use that subsoil or airspace for the purposes of carrying out the Scheme or any purpose ancillary to it.

(ii) Save in the case of subways or underground buildings, or to cellars or similar structures forming part of a building fronting the street, the

Applicant may exercise its power under Article 27 without having to acquire any part of the street or any easement or right in the street.

(b) Article 33: Extinguishment or suspension of private rights

(i) Article 33 allows for the extinguishment of existing private rights over land, subject to the compulsory acquisition of rights, or subject to the imposition of restrictive covenants, to the extent that continuing the existing rights would be inconsistent with the right acquired or restrictive covenant imposed (Article 33(3)).

(ii) Article 33 further provides that, where new rights are being compulsorily acquired or restrictive covenants are being imposed on land then any existing private rights or restrictive covenants which that land is subject to may be extinguished to the extent that continuing enjoyment of those private rights or restrictive covenants would be inconsistent with the new rights acquired or restrictive covenants imposed.

(iii) With regard to the land of which the Applicant may take temporary possession, Article 33 of the TWAO provides that all private rights over that land will be suspended and unenforceable for as long as the Applicant is in lawful possession of the land.

(iv) The power to extinguish existing rights is required to ensure that such rights do not interfere with the construction and operation of the Scheme.

(v) The Article provides that any person who suffers loss caused by the extinguishment or suspension of rights (pursuant to the exercise of the power in Article 33) is entitled to reasonable compensation.

(c) *Article 34:* Power *to acquire subsoil or airspace only*

(i) Article 34 provides that where the Applicant has, in respect of any land, powers of compulsory acquisition under Article 23 then it may, for the same purposes for which it is authorised to acquire the whole of the land, choose instead to acquire only the subsoil underneath, or airspace over the land. This power is included for flexibility as it would allow the Applicant to minimise impact to landowners by acquiring subsoil or airspace where it is possible to do so and still deliver the Scheme, leaving landowners' interests in possession of the surface of the land.

(d) *Other Rights* and *Powers*

(i) In addition to powers of compulsory acquisition, if made the Order **[CD1-02]** would also confer other rights and powers on the Applicant that may interfere with property rights and private interests. These additional powers (which are explained in more detail in the Explanatory Memorandum) are:

(A) Article 7: Power to alter layout, etc., of streets;

(B) Article 11: Construction of new and stopping up of existing streets, means of access etc.;

(C) Article 12: Temporary stopping up of streets;

(D) Article 19: Power to survey and investigate land etc.; and

(E) Article 45: Power to lop trees overhanging Guided Busway system.

In each case (for both the principal powers and other powers) the parties having interest in the land, or the interest or right in the land, may be entitled to compensation. Any dispute in respect of the compensation payable is to be determined by the Lands Chamber of the Upper Tribunal.

**Approach to Land Assembly and application of the CPO Guidance**

(e) As is set out in the sections above, the Scheme is needed to address existing identified constraints on the future growth and success of Greater Cambridge and provide new sustainable travel opportunities between key areas of economic activity southeast of Cambridge.

(f) In accordance with section 2 of the CPO Guidance [**CD11-18, pages 67-70**] the Applicant considers there is a compelling case in the public interest for the powers of compulsory acquisition that are sought. The scale and nature of the Scheme requires the powers sought in the Order **[CD1-02]** 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.

(g) The Applicant will seek to acquire the land/property interests by agreement in parallel with the proposed making of the Order **[CD1-02]**. The scale and nature of the Scheme requires the making of the Order **[CD1-02]** 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.

**Proposed land and property acquisition**

(h) The draft Works and Land Plans [**CD1-11.01**] which accompany the Order identify the extent to which the Applicant may exercise the compulsorily acquisition powers in relation to land situated within the Order limits (i.e. 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 Order) (**Order Limits**). The Book of Reference [**CD1-13**] details the owners and occupiers of land and property within the Scheme limits and is to be read in conjunction with the Works and Land Plans.

(i) The Order land totals a route of some 9 km between the Medipark on the southern edge of Cambridge and a Travel Hub near to the A1307/A11/A505 road junction southeast of the village of Babraham. It comprises a relatively narrow corridor that allows sufficient space to construct, maintain and operate the Guided Busway, public transport stops, and associated mitigation works including landscaping and ecological mitigation.

(j) The Order land also includes sufficient width of land for an Emergency and Maintenance Access Track to also be provided. This will run alongside the Guided Busway elements of the Scheme, also providing a shared use path for pedestrians and cyclists. It will be separated from the Guided Busway where the width of the Scheme is not constrained by pre-existing features. This separation gives space for SuDS, drainage and a separation between the Guided Busway and the Emergency and Maintenance Access Track to allow for a safety margin between buses and those using the Emergency and Maintenance Access Track. The Emergency and Maintenance Access Track will also become a public bridleway between Great Shelford and High Street, Babraham and will be made available to pedestrians and cyclists on a permissive basis between the Medipark and Granham's Road, Great Shelford; and between High Street and the Travel Hub.

(k) Land within one domestic curtilage is in part required for the Scheme, located northeast of Sawston.

(i) No buildings will need to be demolished to facilitate the Scheme.

(l) All the areas of land (and property rights) which are sought in the Order **[CD1-02]** are necessary for the Scheme. Compulsory powers are sought because it is not reasonably practicable to reach agreement with all parties prior to the time it is intended the works for the Scheme will commence.

12.4 **Diligent Enquiry**

12.4.1 The Applicant has carried out diligent enquiries, as set out in the 2006 Rules [**CD4-18**] to identify the persons with an interest in the Land (the land shown on the Works and Land Plans), 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 [**CD4-18, pages 24-30**].

12.5 **Land held by the Applicant**

12.5.1 The Applicant already holds, usually as Highway Authority, an interest in certain plots. As it is anticipated that these plots are subject to rights of others, the Applicant's own land has been included within the Land in respect of which compulsory powers are sought. This is to ensure that any rights or interests held by others which are incompatible with the construction and operation of the Scheme can be overridden.

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 **[CD1-02]** for permanent land take will be required from third-party land/property owners. The extent of acquisition has been carefully considered to secure only land that is required for construction, operation, and maintenance. Those plots of land identified as required on a permanent basis are listed in Table 7 at Appendix 3 to this SoC (**page 239**) and shown coloured pink on the Works and Land plan [**CD1-11.01**].

12.6.2 Powers of freehold acquisition are sought where there are physical works required to construct the Guided Busway, or related activities such as drainage ponds. The freeholds of the proposed P&R site 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 **[CD1-02]** for 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. Where powers less than full acquisition of the freehold, such as new rights (or use of temporary only powers) have been identified as being possible to secure the interests in land required for the Scheme, the lesser interest has been 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. In such cases the land may revert to its original use subject to any restrictions caused by the presence of

subsurface utility apparatus which will remain in the land after the works are completed.

12.7.3 Schedule 6 of the Order **[CD1-02, pages 52- 53]** lists the plots in which powers are restricted to acquisition of new rights only (and restrictive covenants, where provided for), meaning the Applicant is not able to acquire the freehold of those plots by way of compulsory purchase powers. Those plots of land identified as required on a temporary basis for work, then permanent new rights are identified in the second table in **Table 7** (**page 239**) of Appendix 3.

## 12.8 Temporary possession and access

12.8.1 In order to construct the Scheme works to be authorised by the Order **[CD1-02]**, 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 in 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. Those plots of land identified as required on a temporary basis only are identified in the third table at Table 9 of Appendix 4 (**page 245**) and in Schedule 8 of the Order [**CD1-02 pages 58-59**].

## 12.9 Acquisition strategy

12.9.1 During the design development stage prior to the submission of the Application an ongoing review of potentially impacted landowners and occupiers was progressed.

12.9.2 The Applicant appointed land consultants, Bruton Knowles, in July 2019 to provide estates advice, interface with the design team, engage with landowners, gather feedback and commence negotiations.

12.9.3 The Applicant is committed to negotiating with landowners, seeking to reach a voluntary agreement where possible.

12.9.4 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.

## 12.10 Negotiation Progress

12.10.1 The Applicant has engaged with landowners and occupiers through individual meetings, correspondence, and public consultation events. These discussions started in Autumn 2021 and are ongoing.

12.10.2 Almost all landowners have been issued heads of terms for an agreement including an offer of compensation. The Applicant and its agents have entered into detailed discussions and negotiations with landowners, in order to bring about agreed terms.

12.10.3 Discussions and negotiations are ongoing with landowners and efforts to arrive at voluntary 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.

12.10.4 The Applicant will continue to engage with landowners, leaseholders and occupiers with a view to acquiring their land interest, where possible, by agreement.

12.10.5 The Applicant considers, however, that it may not be possible to acquire by agreement all land interests necessary to deliver the Scheme within the required timescale. It is on that basis that powers of compulsory purchase are sought in parallel with negotiations.

12.10.6 There are further parcels of land in unknown ownership which cannot be acquired by agreement.

12.10.7 Given that negotiations have not concluded and because there are parcels of land where holders of interests in land cannot be traced, the Applicant has concluded that the Scheme is unlikely to be capable of being delivered without compulsory acquisition powers.

## 12.11 Justification for compulsory purchase powers

12.11.1 The Applicant considers that the extent of powers sought are necessary, proportionate, and justified. The powers sought have been determined upon in accordance with the CPO Guidance [**CD11-18**].

12.11.2 In determining the extent of compulsory acquisition and temporary possession powers proposed in the Order **[CD1-02]** the Applicant has had regard to the advice in the CPO Guidance [**CD11-18**]. The Applicant is content 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.

12.11.3 The purpose for which each part of the Land is required is set out in Appendix 3 and the Applicant has carefully considered the extent of the land required, the use to which the land will be put by the Applicant and the nature of powers sought, so as to establish that it seeks no greater an 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.

12.11.4 In determining the extent of compulsory acquisition and temporary possession powers proposed in the Order, the Applicant has had regard to the advice in the CPO Guidance. 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.

12.11.5 As explained in Section 7 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 steps to minimise the potential land-take.

12.11.6 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 Order boundary. The feedback received from consultations, together with that from stakeholder engagement on the design, proposed mitigation measures or issues raised during statutory consultation, has informed the Scheme.

12.11.7 In addition, the Applicant is seeking to secure the required land by means other than compulsory powers. Negotiations continue with landowners to secure land by agreement where reasonably possible.

12.11.8 Given the size and scale of the Scheme it is likely that the timely acquisition of all interests in land required, on reasonable terms and within a realistic timescale will only be achievable through securing powers of compulsory purchase.

12.11.9 The Order **[CD1-02]** 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.

12.11.10 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.

12.11.11 Without the grant of compulsory acquisition and temporary possession powers the Applicant considers that it will not be possible to construct the Scheme or realise the public benefits arising from it.

12.12 **Compelling case in the public interest**

12.12.1 This SoC set outs the reasons for the inclusion of compulsory acquisition powers in the Order **[CD1-02]**. It also explains that it is necessary to include compulsory powers in the Order so that the Applicant can acquire the land required for the construction of the Scheme which is not already in its possession.

12.12.2 The case for the Scheme is set out in Chapters 5, 6 and 9 of this Statement, as well as in the OBC [**CD1-19, page 19**], the Transport Technical Note "Future Growth in Greater Cambridge" [**CD1-25.1**] and in Chapter 5 of the Planning Statement [**CD1-15.1, pages 37 – 43**]. Together they demonstrate that there is a compelling case in the public interest for the Scheme to be delivered.

12.13 **Utilities**

12.13.1 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.

12.13.2 A number of diversions are required, principally within highway boundaries.

12.13.3 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.

12.13.4 In addition, Schedules 10 and 11 of the Order **[CD1-02, pages 62- 66]** contain provisions protecting statutory undertakers including both generic and utility specific protective provisions contained within Schedule 11 [**CD1-02 pages 64-66**].

12.13.5 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.

12.14 **Consultation and Engagement with landowners**

12.14.1 The Applicant has consulted widely on the Scheme with stakeholders, including persons interested in land, as well as the local community.

12.14.2 Affected landowners 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 possible.

12.14.3 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.

12.14.4 The Consultation Report sets out who was consulted, on what issues, during each of the phases of consultation.

12.14.5 Comments from both stakeholders (statutory and landowner) and the public have been considered and have informed the design process.

12.15 **Need for the Land and the purposes for which compulsory acquisition powers are sought**

12.15.1 In Appendix 3 of this SoC, the Applicant sets out why compulsory powers are sought in relation to each individual parcel of the Land, with reference to the relevant works numbers and the nature of the works as set out in Schedule 1 of the Order [**CD1-02, page 43**]. The proposed use of this land and the benefits this will bring to the Scheme are set out in general summary in Section 2 of this SoC.

12.15.2 The Applicant considers that the land included in the Order **[CD1-02]** is the minimum land-take required to construct, operate, maintain and mitigate the Scheme and is necessary to achieve the objectives of the Scheme. The Applicant has sought to achieve a balance between minimising land-take and securing sufficient land to deliver the Scheme, noting that the detailed design of the Scheme has yet to be developed. In the event that less land proves to be required in a particular area following the detailed design stage, the Applicant would only seek to acquire that part of the land that is required and, in all events, will seek to minimise effects on land interests.

12.15.3 The compulsory acquisition powers are also required to override any existing rights and interests in the land as well as grant the right to take temporary possession of land for construction and maintenance purposes. Again, without these rights over the Land, the Scheme cannot be delivered.

12.15.4 The Applicant is accordingly satisfied that the extent of the Land to be taken is reasonable and proportionate.

12.16 **Consideration of duties under the Human Rights Act 1998 [CD4-11] and Equality Act 2010 [CD4-13]**

12.16.1 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.

12.16.2 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.

12.16.3 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 Order) 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 Order **[CD1-02]** 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.

12.16.4 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 endeavored 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. Details on the funds covering the cost of any compensation and acquisition of blighted land claims are covered in Section 13.

12.16.5 The funding position for the Scheme and for compensation liabilities arising from land assembly is set out in the Applicant's Funding Statement [**CD1-08**].

12.16.6 The Applicant is content that there is reasonable prospect of the necessary funds for Acquisition becoming available.

12.16.7 The Applicant has instructed expert compensation surveyors to advise on land assembly and property costs. The Applicant considers that the total compensation liability for land assembly will not exceed £14.875 million (which estimate includes a contingency). [**CD1-25.09**]

12.16.8 The Applicant has complied with its duties under section 149 of the Equality Act 2010 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 [**CD4-13, pages 148-149**].

12.16.9 The Applicant has carried out an Equality Impact Assessment (**EqIA**) [**CD1-16.01**]. The EqIA describes the process and results of a study to determine the impact of the Scheme on a variety of demographic and protected characteristic groups identified in the surrounding area. The EqIA concludes that the construction and operation phases of the Scheme will have a neutral impact on all groups except the very young, elderly and disabled and lists mitigation measures into the Scheme accordingly. This degree of impact and the scope for building mitigation into the Scheme leads to the conclusion that there is no impediment to the Scheme and monitoring will be ongoing to ensure that remains the case.

## 12.17 Conclusions on Compulsory Acquisition and related powers

12.17.1 The use of compulsory purchase and related powers is justified by the public benefits of the Scheme and follow the “Acquisition of Land Act Legislation 1981” [**CD4-02**]. The Applicant is content 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 purpose for which each part of the Land is required is set out in Appendix 3 of this SoC.

12.17.2 The Applicant continues to engage with persons affected by the compulsory acquisition and temporary possession powers and persons who may have a claim for compensation arising from the Scheme.

12.17.3 The Applicant has considered the human rights of the individuals affected by the compulsory acquisition and temporary possession powers.

12.17.4 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.

12.17.5 Without the grant of compulsory acquisition and temporary possession powers under the Order, the Applicant considers that it will not be possible to construct the Scheme or realise the public benefits arising from it within a reasonable timescale or at all.

## 13. FUNDING

### 13.1 Funding Statement

13.1.1 In March 2024, the then Secretary of State for Levelling Up, Housing and Communities granted £7.2 million in funds to unlock improvements to local transport connections for the CBC – these funds were allocated for the submission of this Application and improvement works to FCA. These funds will also cover the cost of any compensation and acquisition of blighted land claims pursuant to section 149 of the TCPA 1990 [**CD4-05, pages 770-790**].

13.1.2 The total anticipated cost of the Scheme is £160,989,017 as detailed in the Funding Statement Schedule of Costs [**CD1-08, page 2, paragraph 1**] and as set out in the Estimate of Costs [**CD1-09**]. The Applicant has instructed expert compensation surveyors to advise on land assembly and property costs. The Applicant believes that the total compensation liability for land assembly should not exceed £14.875 million. These costs are included within the anticipated costs of the Scheme and are therefore covered by funding as set out below.

13.1.3 By a letter dated 8 September 2025 [**CD14-01]**, Homes England, the government's housing and regeneration agency, confirmed it had allocated £160,989,017 (the estimated total cost of the Scheme as set out above) of recoverable funding to be made available to the Applicant to finance construction of the Scheme. This funding is being made available under the Home Building Fund Infrastructure Loan (HBF-IL) programme. The funding is subject to (i) confirmation that all necessary consents have been secured; (ii) Full Business Case approval; and (iii) entering into a Funding Agreement. Accordingly, the Applicant can finance delivery of the Scheme in full and there is no funding impediment to it proceeding.

13.1.4 The final funding arrangements will be confirmed in the Financial Case within the Full Business Case as is required by HM Treasury Green Book.

## 14. RESPONSE TO OBJECTIONS

### 14.1 The objection period

The objection period for providing representations for the Application began on 9 January 2025 and ran until Friday 7 March 2025, with an exception for Little Abington Parish Council where the objection period ran from 4 March 2025 to 17 April 2025.

### 14.2 Objections raised

A full list of objections, representations and statements of support received in relation to the Application can be found at Appendix 2 (**pages 228-238**). 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 common specific issues or themes which have been raised by the community. The second part responds to specific objections.

## PART 1 – RESPONSES TO ISSUES AND THEMES RAISED IN OBJECTIONS

14.3 Themes and issues identified in the objections and the Applicant's responses to these are shown in the table below. Where the Applicant's response to the themes is addressed elsewhere in this SoC, a reference to where this can be found has been included in the table. Each of the objection themes are also identified by reference to an objection number. [**CD2-Objections**] provides a list of the individuals who have made objections with the corresponding identification number referenced in the table below.

14.3.1 The local campaign 'Better Ways for Busways' (**BWB**)

(a) The BWB coalition includes Stapleford Parish Council, Great Shelford Parish Council, Babraham Parish Council, the Magog Trust, CPPF, Hobson's Conduit Trust and is supported by The Cambridgeshire and Peterborough branch of the Campaign to Protect Rural England (**CPRE**) and Railfuture East Anglia.

(b) The Applicant is aware of a coordinated campaign regarding the Scheme and as a result, many of the objections received provided a similar response in regard to several themes. These have been responded to as a single response in Table 6 (**page 126-133**). The list of respondents who the Applicant considers this response to be relevant to has been included in the below table.

**Table 5 Campaign Response Objection Numbers**

| Objection Number |
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| OBJ01, OBJ02, OBJ04, OBJ05, OBJ06, OBJ07, 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, OBJ45, OBJ46, OBJ47, OBJ48, OBJ49, OBJ50, OBJ51, OBJ52, OBJ53, OBJ54, OBJ55, OBJ56, OBJ57, OBJ58, OBJ59, OBJ60, OBJ61, OBJ62, OBJ63, OBJ64, OBJ65, OBJ66, OBJ67, OBJ68, OBJ69, OBJ70, OBJ71, OBJ72, OBJ73, OBJ74, OBJ75, OBJ76, OBJ77, OBJ78, OBJ79, OBJ80, OBJ81, OBJ82, OBJ83, OBJ84, OBJ85, OBJ86, OBJ87, OBJ88, OBJ89, OBJ90, OBJ91, OBJ92, OBJ93, OBJ94, OBJ95, OBJ96, OBJ97, OBJ98, OBJ99, OBJ100, OBJ101, OBJ102, OBJ103, OBJ104, OBJ105, OBJ106, OBJ107, OBJ108, OBJ109, OBJ110, OBJ112, OBJ113, OBJ114, OBJ115, OBJ116, OBJ117, OBJ118, OBJ119, OBJ120, OBJ121, OBJ122, OBJ123, OBJ124, OBJ125, OBJ126, OBJ127, OBJ128, OBJ129, OBJ130, OBJ131, OBJ132, OBJ133, OBJ134, OBJ135, OBJ136, OBJ137, OBJ138, OBJ139, OBJ140, OBJ141, OBJ142, OBJ143, OBJ144, OBJ145, OBJ147, OBJ148, OBJ149, OBJ150, OBJ151, OBJ152, OBJ153, OBJ154, OBJ155, OBJ156, OBJ157, OBJ158, OBJ159, OBJ160, OBJ161, OBJ162, OBJ163, OBJ164, OBJ165, OBJ166, OBJ167, OBJ168, OBJ169, OBJ170, OBJ171, OBJ172, OBJ173, OBJ174, OBJ175, OBJ176, OBJ177, OBJ178, OBJ179, OBJ180, OBJ181, OBJ182, OBJ183, OBJ184, OBJ185, OBJ186, OBJ187, OBJ188, OBJ189, OBJ190, OBJ191, OBJ192, OBJ193, OBJ194, OBJ195, OBJ196, OBJ197, OBJ198, OBJ199, OBJ200, OBJ201, OBJ202, OBJ203, OBJ204, OBJ205, OBJ206, OBJ207, OBJ208, OBJ209, OBJ210, OBJ211, OBJ212, OBJ213, OBJ214, OBJ215, OBJ216, OBJ217, OBJ218, OBJ219, OBJ220, OBJ221, OBJ222, OBJ223, OBJ224, OBJ225, OBJ226, OBJ227, OBJ228, OBJ229, OBJ230, OBJ231, OBJ232, OBJ234, OBJ235, OBJ236, OBJ237, OBJ238, OBJ240, OBJ241, OBJ242, OBJ243, OBJ244, OBJ246, OBJ247, OBJ248, OBJ249, OBJ250, OBJ251, OBJ252, OBJ253, OBJ254, OBJ255, OBJ257, OBJ258, OBJ259, OBJ260, OBJ261, OBJ262, OBJ263, OBJ264, OBJ265, OBJ266, OBJ267, OBJ268, OBJ269, OBJ270, OBJ271, OBJ272, OBJ273, OBJ274, OBJ275, OBJ276, OBJ277, OBJ278, OBJ279, OBJ280, OBJ281, OBJ282, OBJ283, OBJ284, OBJ286, OBJ287, OBJ288, OBJ289, OBJ290, OBJ291, OBJ292, OBJ293, OBJ294, OBJ295, OBJ296, OBJ297, OBJ298, OBJ299, OBJ300, OBJ301, OBJ302, OBJ303, OBJ304, OBJ305, OBJ306, OBJ307, OBJ308, OBJ310, OBJ311, OBJ312, OBJ313, OBJ314, OBJ315, OBJ316, OBJ317, OBJ318, OBJ319, OBJ320, OBJ321, OBJ322, OBJ323, OBJ324, OBJ326, OBJ327, OBJ328, OBJ329, OBJ330, OBJ331, OBJ332, OBJ333, OBJ334, OBJ335, OBJ336, OBJ337, OBJ338, OBJ339, OBJ340, OBJ341, OBJ342, OBJ343, OBJ344, OBJ345, OBJ346, OBJ347, OBJ348, OBJ349, OBJ350, OBJ351, OBJ352, OBJ353, OBJ354, OBJ355, OBJ356, OBJ357, OBJ358, OBJ359, OBJ360, OBJ361, OBJ362, OBJ364, OBJ366, OBJ367, OBJ368, OBJ369, |

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| OBJ371, OBJ372, OBJ373, OBJ374, OBJ375, OBJ376, OBJ377, OBJ378, OBJ379, OBJ380, OBJ381, OBJ383, OBJ384, OBJ385, OBJ386, OBJ387, OBJ388, OBJ389, OBJ390, OBJ391, OBJ392, OBJ393, OBJ394, OBJ395, OBJ396, OBJ397, OBJ398, OBJ399, OBJ400, OBJ401, OBJ402, OBJ403, OBJ404, OBJ405, OBJ406, OBJ407, OBJ408, OBJ409, OBJ410, OBJ411, OBJ412, OBJ413, OBJ414, OBJ415, OBJ416, OBJ417, OBJ418, OBJ419, OBJ420, OBJ421, OBJ422, OBJ423, OBJ424, OBJ425, OBJ426, OBJ427, OBJ428, OBJ434, OBJ438, OBJ441, OBJ442, OBJ443, OBJ445, OBJ446, OBJ448, OBJ449, OBJ450, OBJ451, OBJ452, OBJ453, OBJ455, OBJ456, OBJ457, OBJ458, OBJ459, OBJ461, OBJ462, OBJ463, OBJ464, OBJ467 |

**Table 6 – Responses to Community Objection**

| Issues/Themes | Response |
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| **01 – Consideration of an alternative scheme** | |
| Asserts that the alternative option of a bus lane running alongside the A1307 (consulted upon in 2018) and a new spur road has not been adequately considered.<br><br>The proposed alternative scheme is said to be less disruptive to the environment, more cost-effective and would serve south Cambridge better into the future. | The decision to proceed with the Scheme has followed an extensive optioneering process over several iterations, from generating overall themes, development of alternative options and routes through to selection of a preferred scheme. Options considered were subject to detailed multi-criteria assessment, public consultation exercises and informed by strategic modelling. The decision to proceed with the Scheme as a preferred option was a result of its strength in delivering against the stated scheme objectives compared to alternative options, especially supporting economic growth opportunities. This process included evaluation of on-road options in 2017, 2020 and in 2022 when these options were discounted in favour of the preferred Scheme.<br><br>Nonetheless, following submission of the Application for the TWAO, a more detailed appraisal of the on-road alternatives produced by SCT and championed by CPPF [**CD12-12**] was undertaken by the Applicant to quantify its key performance metrics for direct comparison with those for the preferred Scheme. This assessment followed the same approach as the Economic Dimension Addendum [**CD1-21**] which has allowed for a direct comparison between the Scheme and the on-road alternative option.<br><br>The results of this assessment demonstrated that the on-road options does not match the level of benefits compared to the preferred option on key performance indicators and offers significantly poorer value for money. It therefore reinforces the previous option selection decisions in 2017, 2020 and 2022.<br><br>The preferred option performs considerably better than the alternative option on key performance indicators, including: a greater reduction in total vehicle mileage which implies greater mode shift from car to buses; improved bus journey times; bus patronage and bus journey reliability. It also performs marginally better than the alternative option in absolute terms on journey times for general traffic and on the reduction in 2041 daily traffic flows along the A1307.<br><br>The proposed on-road alternative has been estimated to cost in the region of £97m- £109m (£53m - £59m in DfT base year PVC), with the benefits estimated at £25m as a result of journey time savings and increased active travel uptake. Therefore, the alternative option only has a BCR of 0.48. This is half the public |

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| | benefit for every £1 spent compared to the preferred scheme's BCR of 1.53, which has a cost of £161m (£87m in PVC) with benefits valued at £132m.<br><br>Reviewing the proposed design for the alternative has raised several deliverability issues, this includes the feasibility of several sections of bus lane such as the Babraham P&R – Hinton Way section and providing an in-bound lane near Babraham Hall, which may limit the actual beneficial impact of providing the bus lanes. The alternative option raises several planning issues for the off-road connection to the CBC, where land has already been allocated for the expansion of the CBC, including certain plots which already have outline permission for development.<br><br>The on-road alternative option would be subject to a smaller environmental impact than the off-road scheme. However, differences between the on-road and off-road options are often immaterial, especially since the Scheme incorporates measures to fully mitigate its environmental impacts. The Scheme will also deliver BNG as well as delivering public health benefits. The on-road alternative would offer little, if any, opportunity for BNG within the site boundary as the Scheme extents would mostly be constrained to the existing A1307 road corridor, and so any BNG requirements would need to be met offsite.<br><br>(a) It has been claimed by several objectors that similar transport and economic benefits can be achieved by delivering an alternative on-road option, involving building sections of bus lane adjacent to the A1307 and 1 mile of new busway. An assessment of the proposals for the on-road alternative has been completed, following the approach that was used to appraise the off-road scheme in the Economic Dimension Addendum. Details of the assessment can be found within the On-Road Technical Note [**CD12-12**], which outlines a concept design study, a scheme cost assessment and the economic and environmental appraisals.<br><br>(b) A concept design was also developed alongside the economic appraisal of the on-road scheme, which has highlighted several issues with the assumptions made for the SCT on-road option. Engineers acting on behalf of the Applicant have developed a design based on the suggestions put forward by SCT, however there have been several adjustments to accommodate a route along the A1037. This showed that a bus lane between the Babraham P&R and Hinton Way would not be deliverable, along with an inbound bus lane close to the A11 where it would be constrained by the Babraham Hall boundary wall. These changes to the on-road option may affect the desired outcome of these bus lanes and their efficacy of delivering a future-proofed and efficient bus corridor between the A11, the CBC and Cambridge city centre.<br><br>(c) There are also several planning conflicts around the off-road section of the alternative option including parcels of land that are already subject to outline planning permission or allocation for other uses to enhance the CBC. If the suggested busway to connect to Hinton Way |

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| | and the A1307 is not feasible, this would further reduce any of the benefits of this on-road option. |
| The proposed alternative is also said to provide a short-term solution with the long-term aspiration to be to provide a railway link between Cambridge and Haverhill | The proposal of a railway alignment has been explored but is not considered an appropriate long-term solution. The cost of delivering a branch line to Haverhill from Cambridge is estimated to cost in the region of £800m which is over four and a half times that for the proposed Scheme. Estimates provided in the 2017 Preferred Options Report [**CD12-03**, page 14], highlights a low/poor value for money BCR, which is difficult to justify considering the substantial cost.<br><br>This option has been considered at several stages of consultation and Scheme option development yet it has consistently been discounted. This is due to its high cost, low expected benefits, complexities around the engineering feasibility and the potential environmental issues as it requires delivering an entirely new route that would require construction of new structures and a large amount of compulsory purchase.<br><br>The railway is not something that GCP nor the railway industry are looking at developing at present. It was rejected at ideas stage for the Restoring your Railway fund in 2022 [**CD12-08**]. It is highly unlikely that this option could deliver the objectives for a transport scheme along this South East corridor and is currently considered both unaffordable and undeliverable. |
| **02 - Environmental and Wildlife impacts** | |
| Concerns about the potential negative effects on local ecosystems, wildlife, and natural habitats.<br><br>This includes asserted effects in terms of pollution and disruption to water bodies (River Granta, Hobsons Conduit chalk stream) | The ES Main Report [**CD1-10.02, pages 110-123, 140-182**] acknowledges the potential for impacts to local ecology including wildlife and habitats (Chapter 10), and water quality including the River Granta and Hobson's Conduit (Chapter 8).<br><br>Mitigation measures have been identified and specified to minimise any harm. No significant effects are predicted to arise to ecological receptors or surface watercourses during either construction or operation.<br><br>The landscape design will provide BNG due to proposed new species rich hedgerows, blocks of native woodland, and extensive wildflower meadows. As a linear scheme, these new habitats will provide connectivity through the landscape with existing habitats which will be beneficial to local wildlife including birds, bats, mammals, reptiles, and amphibians. |
| **03 - Visual landscape and Green Belt Impacts** | |
| Concerns about the aesthetic impact of the project on the landscape, including the design and construction of new structures that might alter the visual character of an area (the two bridges over the River Granta and impact on the Gog Magog Hills). Impact on the Green Belt as the Scheme passes directly through it. | Chapter 11 of the ES Main Report [**CD1-10.02, pages 183-228**] acknowledges that there will be significant adverse effects to the Granta Valley LCA during both construction and operation of the Scheme. The landscape design has sought to integrate the Guided Busway and associated infrastructure into the landscape as far as possible through the use of tree and hedgerow planting.<br><br>The views of visitors to Magog Down have been assessed with a representative viewpoint 18 (VP18) [**CD1-10.02, page 196**]. During construction, at the opening year, and fifteen years after opening, when screening vegetation will have established, the effect on views has been assessed as slightly adverse and not significant. From this viewpoint, the Guided Busway and |

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| | Stapleford halt will be visible in the distance, but this will be experienced against the backdrop of the village of Stapleford and the Rangeford Retirement Village in the background. |
| **04 - Traffic and Transport Disruption** | |
| Suggested that the Scheme will not improve the traffic issues to the south of Cambridge and in fact encourage car use to P&R sites. It is said that there are already good cycle, road and rail links in the area. There are also concerns over access and opportunity for equestrian users. | Transport modelling undertaken by the Applicant has demonstrated that the Scheme will result in a reduction in total vehicle milage on the road network compared to the do-minimum scenario (without the Scheme). Consequently, the Scheme will alleviate traffic congestion and delay issues across the road network, particularly to the south of Cambridge.<br><br>The Travel Hub at the Fourwentways junction will result in some traffic diverting to make use of the P&R utilising the Guided Busway. This will result in localised increases in traffic flows on roads serving the Travel Hub, but reductions in traffic on roads to and from Cambridge that these vehicles have diverted from to make use of the P&R.<br><br>However, traffic modelling has demonstrated that the localised increase in traffic flows on the roads serving the Travel Hub does not result in a material deterioration in the operational performance of the road network compared to the do minimum scenario (without the Scheme) and that both the A11 / Fourwentways junction and the new roundabout on the A1307 providing access to the Travel Hub will operate within capacity.<br><br>The Scheme will form part of the South East Cambridge region's sustainable transport network. As the number of jobs is set to continue to increase on the CBC and within Cambridge City, greater numbers of individuals will be making trips along the A1307 corridor. Therefore, providing a solution that is able to accommodate these trips and reduce the reliance on the volume of daily private car trips into Cambridge by providing alternative means of transport is a key part of the purpose of the interventions defined within the Scheme.<br><br>The Scheme also provides an additional bridleway link that is accessible to all walkers, wheelers and cyclists which connects the various settlements to and between Cambridge South, the CBC and Cambridge City. The bridleway additionally provides a suitable route for horse riders to complement existing trails and adds additional options for circular loops for leisure riding within the south-east of Cambridge. |
| **05 - Maintaining public rights of way (PROW)** | |
| Concerns about the continued availability of access to PROW, and particularly the DNA Cycle Path, throughout and post-construction. | The Scheme will provide a new permissive cycle and footway along the entire length of the Guided Busway, that will be for the benefit of NMUs for commuting and leisure trips between Babraham, the A11 Travel Hub, Sawston, Shelford, Cambridge South and the existing network of routes across Cambridge.<br><br>A new permissive access route will be created under the Guided Busway to reach Nine Wells Nature Reserve from the west. At present there is no formalised route to reach Nine Wells from this side. |

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| | The Scheme does not propose to extinguish any existing PROWs and there will be several improvements to existing rights of way.<br><br>The contractor will plan the construction activities in phases in the vicinity of the PROWs to minimise any PROW closure periods. Any closures and associated temporary diversions will be clearly signposted.<br><br>A temporary diversion to the existing DNA Cycle Path is proposed during the construction phase as shown on the Rights of Way and Traffic Regulation Plans - Volume 1 [**CD1-11.04**]; a temporary structure is also proposed for the diversionary works. Post construction the DNA Cycle Path will be diverted onto the Emergency and Maintenance Access Track for an approximate length of 550m ***See also response to Cambridge Ramblers Association [CD2-OBJ-233]***. |
| **06 - Land use changes** | |
| Concerns that the Scheme would sever fields and increase the likelihood of future development alongside the Guided Busway and changes to community cohesion. | Potential future development sites promoted through the local development plan process will be considered on their individual merits in accordance with national planning policy. There are no schemes within the current or emerging Local Plans that have placed dependency on this Scheme being brought forward. The Scheme has been envisioned with the intention of connecting existing communities in the South East of Cambridge and West Suffolk to Central Cambridge and the growing bioscience industry at the CBC.<br><br>There are a number of sites located near to the Scheme that have been allocated as part of Local Plans and are now nearing completion. A reliable service close to these residences can help to adapt behaviour early on at these developments and set a precedent for local travel habits, reducing the number of additional vehicles using the roads in and around the Scheme area and alleviating future traffic demand. |
| **07 - Bus stop locations are not beneficial to the local communities** | |
| Asserted that as the proposed bus stops are located outside of village centres, local residents would not use the service as it would not be accessible and would require an uphill walk. | The Scheme will provide a regular and reliable service for residents of Stapleford, Great Shelford and Sawston, as well as meeting the key objectives of the Scheme which are to support continued growth within Cambridge and to enhance connection to the South East to access the CBC and the city centre. As well as connecting existing communities, the Scheme will also directly serve new residents in the new developments to the East of Sawston Village, reducing future demand on the road network from these committed developments.<br><br>The bus stops along the Guided Busway have been located as close as possible to the settlements of Sawston and Stapleford such that residents can reach the Guided Busway on foot for onward travel towards Cambridge. It is known that users are prepared to walk further for HQPT, compared to conventional bus services, as is the case with the existing guided busways in Cambridge. The stops will include shelters, real-time information and seating for passenger convenience and comfort.<br>The suggested on-road option is beyond a reasonable walking distance from Sawston and Stapleford. Therefore, it wouldn't provide any additional service benefits to these communities |

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| | and would only be of use by those making direct journeys between the Travel Hub and the CBC, although even these benefits are limited [**CD12-12**]. |
| **08 – Cost** | |
| It is asserted that the 2018 scheme option is a more cost-effective option. | The Scheme's value for money has been assessed in accordance with the guidance from the treasury's Green Book [**CD11-21**] and the DfT's TAG [**CD13-13.00**]. The benefits of the Scheme have been estimated at £132m and demonstrated within the Economic Dimension Addendum [**CD1-21, page 27**]. With a PVC of £86m (in 2010 Prices) this reflects a BCR of 1.53, which is considered "Medium" value for money.<br><br>The alternative scheme has been estimated to cost in the region between £97m to £109m with resulting benefits of only £25m in 2010 prices [**CD12-12**]. A "Poor" value for money (0.43 to 0.48) has been calculated for the alternative scheme and therefore this is not demonstrative of a "More Cost-Effective Option" than the Scheme, being actually less cost-effective. |
| **09 - Relevance of the Scheme/political priorities** | |
| A change in leadership since the Scheme developed means that the priorities have shifted and therefore the options need to be reassessed. There are also several references to the use of pre-covid data. | The Scheme has always been planned and assessed as a stand-alone scheme in accordance with DfT requirements. Nonetheless, it forms part of a planned integrated transport system for Cambridge, as it is one of four corridor schemes being planned by GCP. Modelled on the successful Cambridgeshire guided busway, the Scheme will deliver significant benefits to CBC and the surrounding area.<br><br>Appraisal for the Scheme was completed either before COVID or at a time that travel habits were uncertain and, therefore, more reliable data, that pre-dated COVID, was used. Adjustments for COVID have been made within the business case and reported within the sensitivity tests. This data used is still relevant to current travel habits. Recent findings from Cambridge and Peterborough insight for Q1 2025 [**CD12-11**] shows that these levels of pre-pandemic travel are resuming. It is especially notable that P&R numbers exceeded pre-2019 figures by over 20% with journeys on the strategic road network also exceeding pre-2019 levels, such as on the M11. |
| **10 – Safety** | |
| Concerns about the safety of the Scheme, the guided technology and long-term operational safety. It is asserted that the Scheme does not address current safety issues along the A1307 with reference to previous fatalities. | The Scheme has been designed in accordance with the Design Manual for Roads and Bridges [**CD17-01**] and other applicable best practice guidance which places safety at the forefront of design, construction and operation.<br><br>The design of the Scheme has also been subject to independent road safety risk assessments and audits which have not identified any issues with the Scheme that would present a safety hazard.<br><br>The reduction in total vehicle mileage due to the Scheme should result in a reduction in road traffic accidents on the road network compared to the do minimum scenario (without the Scheme), particularly on the A1307.<br><br>The proposed sensory guidance system will be subject to extensive testing and type approval before being deployed. |

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| | This would include robust testing of its safety to ensure that it does not result in a safety hazard to the public. The Scheme will also consider the outcomes and lessons learnt from trials of the CAVForth Pilot Scheme in Scotland which adopts similar technology to that proposed for the Scheme on bus lanes with mixed traffic.<br><br>There are several operational measures to ensure the safety of users, both for the buses and active mode users using the adjacent Emergency and Maintenance Access Track. Bus technology, including Intelligent Speed Assistance Technology, advanced Radio Detection and Ranging (Radar), Light Detection and Ranging (LiDAR), Global Positioning Systems (GPS) and Camera technology on the vehicles will ensure buses navigate their environment with unprecedented precision, constantly monitoring their surroundings and position relative to other road users. .<br><br>The sensory guidance technology also has a significant advantage over kerb guided systems, allowing drivers to complete evasive manoeuvres in addition to braking to avoid potential collisions. Buses will be separated from the Emergency and Maintenance Access Track by planted hedgerow which offers a clear barrier, while providing a sympathetic view and enhancing the biodiversity of the busway extent.<br><br>This scheme is being delivered as a “Phase 2” of the Cambridge South East Transport Scheme. Packages of work, which were initially identified to support the enhancements along the South East Corridor, are being delivered along the A1307 to support the scheme as part of “Phase 1”. These include upgrades to the Linton Greenway, junction reprofiling at Haverhill Road and upgrades to the pedestrian bridge over the A11. |

**PART 2 – RESPONSE TO SPECIFIC OBJECTIONS**

14.4 **OBJ 03 St John's College [CD2-OBJ-03]**

**Access from Hinton Way:**

14.4.1 Agents for St John's College, Savills, confirm the proposed location of double gates off Hinton Way is acceptable. The requested specification (galvanised double 3m) will be considered at detailed design stage.

**Drainage**

14.4.2 The drainage system has been designed in accordance with advice from the Lead Local Flood Authority, the Environment Agency and other relevant stakeholders, to utilise SuDS and discharge in line with the drainage hierarchy as follows:

(a) Preferentially discharge into the ground, or if this is not possible

(b) Discharge to a surface water body, or if this is not possible

(c) Discharge to a surface water sewer, highway drain, or another drainage system, or if this is not possible

(d) As a last resort, discharge to a combined sewer.

14.4.3 During the next design phase, a detailed assessment will be carried out to ensure that the proposed drainage network has adequate capacity and does not impact any existing surface drainage within the red line boundary.

## 14.5 OBJ 08 The Association for Cultural Exchange [CD2-OBJ-08]

14.5.1 Please refer to Part 1 – Responses to issues and themes raised in objections.

## 14.6 OBJ 111 Great Shelford Parish Council [CD2-OBJ-111]

14.6.1 Response to Paragraph 2.1: Environmental impact

(a) Irreversible Damage to Protected Areas

(i) The ES Main Report [**CD1-10.02**] sets out the predicted effects of the Scheme on the environment. Chapter 10 provides the assessment for ecological assets, including the Nine Wells LNR, and sets out a raft of mitigation measures that would be employed to prevent significant adverse effects from occurring [**CD1-10.02, pages 140-182**]. Chapter 12 provides the assessment for heritage assets and notes the historical significance of the area [**CD1-10.02, pages 229-251**]. It is known that there are archaeological remains underlying the route of the proposed Guided Busway and these would be lost or truncated during construction which would be a significant effect. Further mitigation including further surveys and recording will be required, and this will be agreed with the County Archaeologist in advance of construction starting. No other significant effects on heritage assets are predicted.

(b) Conflict with Green Belt Protections

(i) It is acknowledged that the route is located within the Green Belt. NPPF paragraph 154(h)(iii) [**CD11-01, page 45**] refers to local transport infrastructure as potentially being appropriate development in the Green Belt. The Scheme is considered to be local transport infrastructure providing a local guided busway service between the A11/Babraham and CBC. To fully comply with this policy, the Scheme also demonstrates that whilst there is some spatial and visual impact, established by the Green Belt Assessment [**CD1-15.03**], overall, there is limited harm to the openness of the Green Belt taking into account mitigation measures.

(ii) However, the Green Belt Assessment [**CD1-15.04**] confirms there is some harm to two of the five Green Belt purposes and therefore the Scheme does not meet the second part of the test in paragraph 154 (h) of the NPPF [**CD11-01, pages 44-45**]**.** Whilst this degree of conflict is not considered to be significant enough to 'seriously compromise' the purposes of including land within the Green Belt, the Scheme cannot be regarded as appropriate development in the Green Belt.

(iii) The Scheme is therefore inappropriate development in the Green Belt, and paragraph 153 of the NPPF [**CD11-01, page 44**] applies which sets out that inappropriate development 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.

(iv) The Applicant considers there is a need for the Scheme and a range of benefits arising from it such as increased capacity, choice of transport modes and journey times in an already congested part of Cambridge. It also supports existing planned housing and employment growth in the

area and that which is likely to come forward as a result of the GCELP, and growth ambitions of both Cambridge Growth Company and West Suffolk Council. These weigh considerably in favour of the Scheme when balanced against the Green Belt harm and other harms and therefore very special circumstances occur.

(c) Contradiction with Planning Policy

(i) The objector asserts that the Scheme conflicts with national and local planning policies. The policies are assessed in detail in the Application and are assessed in Section 10 of this SoC. The Scheme prioritises sustainable development, seeks to preserve and protect the environment where possible, and support local communities.

By definition, the Scheme is sustainable. It is a Guided Busway designed to encourage a Modal Shift from the car to public transport. The benefits of this are strongly supported within both the adopted South Cambridgeshire [**CD8-02, pages 233-258**] and Cambridge Local Plan (2018) [**CD8-01, pages 235-250**], which seek to reduce congestion and tackle climate change. The emerging Stapleford and Great Shelford Neighbourhood Plan [**CD8-13**, page 10, paragraph 2.5] acknowledges that for access to employment and a wider range of activities and services, their residents generally have to go elsewhere. The Scheme will support existing and proposed communities to become more sustainable because existing public transport facilities are insufficient to cope with continuing employment and planned housing growth.

(ii) Furthermore, the Scheme has committed to reducing emissions during construction and operation where possible to address climate change and net zero requirements through testing design and location alternatives for bus stops and mitigation measures such as planting to permeable paving and SuDS. Mechanisms to ensure implementation of the mitigation measures, such as construction logistics and detailed design, will be secured through conditions.

(iii) The route has been designed to avoid environmentally sensitive locations where possible. The ES Main Report [**CD1-10.02**] explains how the preferred route was concluded and tested the significance of change and effects on any nearby sensitive receptors. Where higher sensitivity was recorded, such as the chalk stream at Hobson's Brook, a raft of mitigation measures is proposed and continues to be discussed with the Trust.

(iv) The route has been designed to minimise the impact on local communities. However, the nature of the Scheme means that it needs to have some proximity to the villages it serves to allow the population to access it. The Scheme has been designed to minimise disruption both during construction and operation in terms of visual and noise and pollution impacts to preserve the character of the area. It is noted in the emerging Stapleford and Great Shelford Neighbourhood Plan [**CD8-13, section 11, pages 127-138**] that residents cannot access some of the countryside around them. It is anticipated that the Emergency and Maintenance Access Track which serves as a multi-purpose active travel path will provide new access to some of the countryside and a new route to move between villages. This would be a benefit to those villages along the route.

(d) Urbanisation of the Green Belt

(i) It is accepted there will be a degree of urbanisation of the Green Belt and this is addressed in the LDA Green Belt Report 2024 [**CD1-15.03**] and the

Environmental Statement [**CD1-10.02**]. However, it is a big leap to say that approval of the Scheme would mean that this would pave the way for ad hoc development. Each application should be determined on its own merits. There is no evidence that future ad hoc development would come forward and this should not influence the decision-making process.

(e) There are no plans by the Scheme or any of the local planning authorities to subsume the village of Great Shelford into Cambridge. Future spatial planning matters will be addressed in the GCELP [**CD8-05**] and residents will have the opportunity at that stage to influence the future of the area. Indeed, the emerging Stapleford and Great Shelford Neighbourhood Plan [**CD8-13, pages 81-87**] also provides the opportunity for the community to preserve and enhance the character of the villages. The Scheme will provide Great Shelford and Stapleford with an alternative public transport option to get to CBC and other employment areas as there is a need to deal with congestion and access issues in the local area.

**Paragraph 2.3: Flawed Justification and Decision-Making Process:**

14.6.2 At the time of initial optioneering, and as reported in the Options Addendum Report in 2017 [**CD12-04**], CAM was an emerging project, and it was noted that there was potential for integration with the busway option. However, the busway option was set as the favoured strategy at this stage and was chosen as it represented a HQPT route which would connect with onward infrastructure such as the existing Cambridgeshire guided busway and is likely to be lower cost than a light rail scheme. Therefore, the off-road scheme was not reliant on CAM to be taken forward as a preferred strategy.

14.6.3 Following this, further optioneering was completed to validate the findings of the 2017 options reports, highlighted in the OAR [**CD1-15.02**], when the development of the CAM was more mature. The multi-criteria assessment contained criteria relating to the separation of traffic, which was required to deliver CAM and had some influence amongst the wide variety of criteria that defined the assessment.

14.6.4 The Scheme has continued as the preferred option, even after the cancellation of CAM in 2021. This was validated in 2022, which followed a similar multicriteria approach to the 2020 OAR [**CD1-15.02**]**,** with any criteria that were associated with CAM removed. This position has been further confirmed by recent economic appraisal. These studies demonstrated that the off-road option performed better at meeting the strategic objectives for the Scheme than on-road options. The 2022 review [**CD1-25.07**] and more recent appraisal work has further demonstrated that the value for money that the Scheme is expected to provide would be significantly greater than the on-road option [**CD12-12**].

14.6.5 The Economic Dimension Addendum [**CD1-21**] was produced after the cancellation of the CAM and therefore the benefits that have been reflected within this business case addendum demonstrate that the Scheme comprises a viable option irrespective of CAM, and that the success of this Scheme has not been dependent on its integration with the former project to deliver the expected growth to Cambridge.

14.6.6 The opinion of the Great Shelford Parish Council in terms of the consultation process has been noted.

14.6.7 Alongside the five rounds of public consultation between 2016-2022 (See Part 1 Section 7.1), the Scheme has conducted ongoing engagement with stakeholders. All stakeholder feedback has been considered as part of the design process and has been addressed within Section 3.4, “How the design evolved throughout consultation” of the Consultation Report [**CD1-05.01, pages 19-27**]. This sets out how and when engagement informed design development and decisions about

Scheme progression, outlining the activity, purpose and key outcomes. The Consultation Report also provides details of the process and detailed outcomes of the 2016 and 2018 consultations.

**Response to Paragraph 3: Alternative Proposal: On-Road A1307 Solution**

14.6.8 See Response to 01 – Consideration of an Alternative scheme in Table 6 above (**Section 14, page 126- 133**).

**Response to Paragraph 4.1 Local Transport and Accessibility:**

14.6.9 Bus stops have been provided at appropriate locations along the Guided Busway, positioned as close as possible to settlements to make them accessible for local residents. It is evident from existing busway projects that with a frequent and reliable service, residents will walk further to access these locations as was determined from research from post-opening of the Cambridgeshire Guided Busway [**CD12-01**]. Some of the bus services that will use the Guided Busway will also serve Haverhill and West Suffolk via Linton and will enhance their connection to Cambridge with a faster and reliable service.

14.6.10 In contrast, the on-road option on the A1307 would provide no additional journey options for the intermediate villages of Sawston, Shelford and Stapleton. Modelling conducted for the Scheme shows benefits associated with Guided Busway patronage from the intermediate settlements.

**Traffic Disruptions**

14.6.11 Junction assessment works undertaken within the CSET1 project included a range of capacity assessments on the Hinton Way at-grade crossing of the Guided Busway. Hinton Way was identified as the busiest of all the proposed at-grade crossings in the CSET2 corridor, based on the observed peak hour combined direction vehicle flows.

(a) The assessments were made using junction modelling software which tests the operational performance of signal-controlled junctions. The lost time to general traffic was based on the assumed frequency of guided bus vehicles needing to cross without having to stop on approach to the junction. This showed that the average delay per vehicle would be very modest (around 4 seconds), recognizing that most road-based vehicles would not be impeded at the crossing given the long green time available.

(b) Sensitivity tests around the arrival flow of general traffic (10%, 25% and 50% increase) at the crossing and increased lost time due to additional crossing requests from cyclists or walkers along the Guided Busway corridor showed delays could rise by up to 16 seconds on average for a 10% increase in traffic and doubling the time given to guided buses in combination with walkers and cyclists. This increase in delay is mainly a consequence of the additional lost time due to the additional walkers and cyclists, rather than guided buses. However, given the frequency of buses on the Guided Busway and the relatively low traffic flows on Hinton Way, it is anticipated that there will be plenty of crossing opportunities afforded to walkers and cyclists, without the need to call an ‘all-red’ signal. Consequently, any additional calls are likely to be infrequent, resulting in a lower level of disruption (closer to the 4 seconds per vehicle average).

**Lost Opportunities for Rail Connectivity:**

14.6.12 See Response to RailFuture East Anglia (OBJ 265) [**CD2-OBJ-265**] in section 14.11, regarding the Applicant’s position on a rail-based option.

## 14.7 OBJ 146 Babraham Parish Council [CD2-OBJ-146]

### Environmental costs – effects on the landscape

14.7.1 Chapter 11 of the ES Main Report [**CD1-10.02**] provides the assessment for landscape and visual effects resulting from the Scheme. The landscape design has sought to integrate the Scheme into the surrounding landscape as far as possible, through the use of hedgerows, trees, and blocks of woodland which will screen much of the hard infrastructure. Most of the Scheme is within an LCA called the Granta Valley and it is acknowledged that even with the proposed mitigation, there will be a significant adverse effect to this LCA.

### Environmental costs – effects on the water meadows

14.7.2 The Babraham water meadows currently only exist as archaeological remains lying underneath agricultural fields. The construction of the Scheme will result in a partial loss of these archaeological remains which has been assessed as a significant adverse effect in Chapter 12 of the ES Main Report [**CD1-10.02, page 259**]. Prior to construction commencing, further surveys and recording of archaeological remains likely to be impacted will be agreed with the County Archaeologist and undertaken.

### Environmental costs – effects on chalk streams and associated wildlife

14.7.3 The River Granta and Hobson's Brook are both considered chalk rivers. The ES Main Report [**CD1-10.02, pages 140-182**] provides an assessment of the impacts of the Scheme to the watercourses in Chapter 10 for biodiversity effects, including designated sites, habitats, and species, and in Chapter 8 for water quality effects [**CD1-10.02, pages 110-123**]. The design has sought to minimise harm to both watercourses by crossing them with clear span bridges that will have no direct impact on either of the watercourses or their riparian habitats, although it is acknowledged that there would be a shading effect from the three bridges that would reduce habitat quality for a small amount of habitat underneath these bridges. Construction mitigation has been specified to minimise disturbance to wildlife using the watercourses, and to provide protection to the watercourses themselves, including setbacks and buffer zones, and the use of pollution control measures. The permanent drainage design for the Guided Busway also includes pollution control measures (see Drainage Strategy in [**CD1-10.04, page 25**]) to minimise impacts to water quality. It is assessed that there would be no significant adverse effects to either watercourse or their wildlife during construction or operation. In addition, the proposed landscape design includes new habitat for sensitive wildlife such as water voles that are present in both the River Granta and Hobson's Brook, in the form of new wildlife ditches that will connect to the River Granta and new ecology ponds located in close proximity to the River Granta and Hobson's Brook.

### Environmental costs – effects on farmland birds

14.7.4 The ES Main Report [**CD1-10.02, page 163**] acknowledges that there would be a temporary loss of foraging and nesting habitat for farmland and other birds during the construction stage. Once operational, the landscape design will improve the quality of habitat for a range of birds due to the creation of new habitats including wildflower meadows, hedgerows, trees, and blocks of woodland. Areas known to be particularly important for farmland birds, such as the field to the south of the Nine Wells LNR, will be planted up with a seed mix specifically designed to improve foraging opportunities for farmland birds.

### Other concerns – proximity of the Travel Hub to Granta Park and Babraham Research Campus

14.7.5 The Future Growth Technical Note [**CD1-25.01, pages 8-25**] notes significant expansion plans at these two sites, which will generate additional growth and

employment within the life sciences industry. At Babraham Research Campus, a new building for office/research and development purposes, including around 4000m² of floorspace, was granted planning permission in January 2022. It has also produced a growth strategy [**CD21-05**] for future growth which acknowledges the need for further space and the importance that transport connectivity will play in facilitating the planned growth. Granta Park recently received outline planning permission for a new campus comprising of 31,500 square metres of research and development space and associated infrastructure.

14.7.6 Whilst workers near to Granta Park and Babraham Research Campus are able to use the car parks provided on site now, the expansion of both sites will attract more workers and create further travel demands in the future. The new Travel Hub near the A11/A1307 junction will not only accommodate the additional demands but will also provide options for active travel. It is therefore of strategic importance to provide additional transport capacity for access to the Granta Park and Babraham Research Campus in the long term and thereby support the future growth of Cambridge's life science industry.

**Other concerns – distance of the stops to the main populations of the villages**

14.7.7 The stops along the Guided Busway have been placed at locations that are accessible for residents yet do not sever existing villages, it is expected that with a reliable and high-quality service, individuals are more willing to walk greater distances, as has been shown in research from the operational Cambridge Guided Busway [**CD12-01**]. In addition, a path for pedestrians and cyclists will run alongside the Guided Busway, allowing access to the stops from main settlements and villages and providing a clearly defined, continuous traffic-free route between villages into Cambridge via the CBC.

14.7.8 The Guided Busway will ensure a reliable service as the service pattern will have less variability due to its segregated running; this will attract greater passenger use and users will adapt their travel habits where new infrastructure is provided with consistent services. Where bus services run on existing roads, changes to traffic and congestion reduce the reliability and often result in changes to services that populations often rely on and so this new route will ensure the longevity of a consistent route.

**Other concerns – lack of direct connection to central Cambridge**

14.7.9 The Scheme will include the provision of frequent and reliable services that will operate between Haverhill and Cambridge city centre. The buses will provide a fast link from the A11 through Sawston and Stapleford, leaving the Guided Busway at the CBC to an upgraded FCA. The new route is proposed to run on dedicated public transport lanes on FCA and will connect to the existing guided busway on the west of the railway, enabling services to continue to Cambridge Railway Station and into Drummer Street Bus Station within the heart of the city centre.

**Other concerns – traffic delays caused by the highway crossings**

14.7.10 Disruption is not expected to be significant at the proposed highway crossings. The current timetable has allocated 16 buses per hour (two-way) which is approximately one bus every eight minutes.

14.7.11 Road users would only be stopped briefly at the signal-controlled crossings when buses on the Guided Busway or pedestrians and cyclists need to cross the roads. The cycle time for these movements would be much shorter than that required for a level crossing across a railway line. The country lanes that are crossed by the Guided Busway are relatively lightly trafficked and this in combination with both the low frequency at which traffic will need to stop at a red light and the short red light

duration will mean that the crossings will not have a material impact on traffic delay for road users.

**Other concerns – alternative option is preferred**

14.7.12 The Travel Hub has been placed at a suitable location that is a sufficient distance from Cambridge with links to the Strategic network and is accessible for many within a short distance. It is also placing itself conveniently along the A1307 corridor to provide a viable alternative for existing users of this route who currently use the private car to consider parking and taking the bus for the remainder of their journey.

14.7.13 The Preferred Options Report [**CD12-03, pages 27-45**] highlights why the A11 has been selected as the location for this Travel Hub to align with the Application in question and strengthen the south east corridor. At a similar distance from Cambridge are similar proposals on the forthcoming Cambourne to Cambridge Busway for new travel hubs outside Cambourne, to west of the A10 near Waterbeach alongside an existing Park & Ride (**P&R**) at Longstanton, demonstrating that these travel hubs have been designed at a reasonable distance that attracts private car users and removes congestion on busier routes closer to the city centre in peak periods.

14.8 **OBJ 233 Cambridge Ramblers' Association [CD2-OBJ-233]**

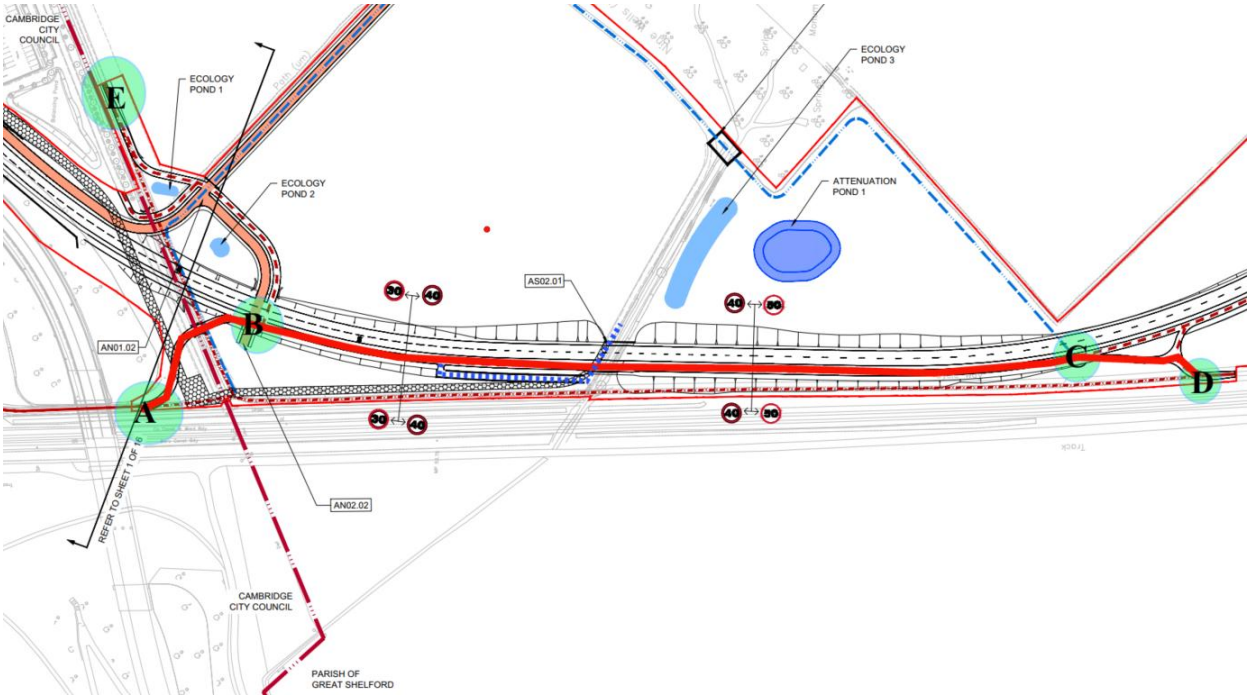
**Nine Wells**

14.8.1 The new permissive cycle way is proposed within the CSET cross section which is connected with the existing DNA Cycle Path to facilitate north-south connection to and from the CBC. These connections are shown on the Proposed Site Plans [**CD1–12.05**].

14.8.2 Pedestrian access to the Nine Wells LNR from areas to the west and south of the proposed Guided Busway i.e. Clay Farm development, Hobson's Park and Addenbrooke's Road, will not be impeded. The existing DNA Cycle Path is diverted onto the proposed Emergency and Maintenance Access Track between point A and D for an approximate length of 550m and joins back to the existing DNA Cycle Path as shown by a red line in the image below. The connection with existing cycle tracks towards the north east of Nine Wells is retained between points E and B where an uncontrolled crossing is proposed as shown in Figure 27 below. An underbridge pedestrian only crossing is proposed as shown by the blue dotted line in **Figure 27**.

14.8.3 In addition, pedestrian crossings have been proposed on all arms of the roundabout at DMAW and across the Guided Busway at CH 730 to facilitate pedestrian movement to Nine Wells. These will be a mix of signalised and uncontrolled crossings.

**Figure 27 Plan showing existing cycle tracks and connections**

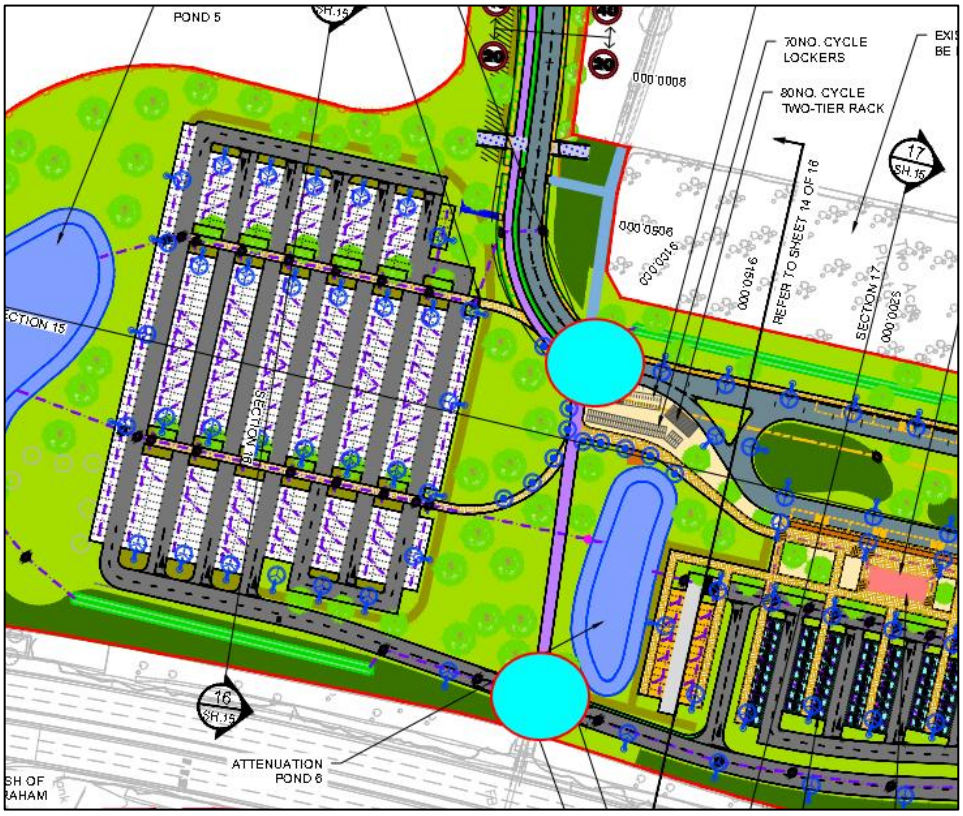



14.8.4 The temporary diversion of the DNA Cycle Path during construction is within the land which will be temporarily acquired for the construction period and hence it cannot be made permanent. The land acquired temporarily will be reinstated to its current condition.

14.8.5 The DNA Cycle Path or any temporary diversion will be lit and signed as appropriate, this will be done in a way that is sympathetic to minimising excessive environmental impact on Nine Wells during the period this diversion is needed. A detailed lighting plan will be developed during the detailed design stage.

14.8.6 The PROW FP 12/3 crosses two roads; one is the Guided Busway and the other at the parking access. The other connections are pedestrian walkways within the Travel Hub connecting the PROW as shown in Figure 28 below. The speed limit in this area is 20mph to provide a safe environment for pedestrians.

**Figure 28 PROW Connection within the Travel Hub**




14.8.7 The contractor will plan the construction activities in phases in the vicinity of the PROWs to minimise the PROW closure period.

14.8.8 The Scheme will be unable to deliver the suggestion made for the linkage between Babraham Bridleway 12 and Gog Magog as the proposed route for the footpath is not within the redline of the Scheme and is not subject to the powers of the Order.

## 14.9 OBJ 239 Cheveley Park Farms Ltd [CD2-OBJ-239]

### Sawston Road access

14.9.1 The Applicant has been engaging on this aspect for some considerable time and will continue to do so. The Applicant understands the sensitivity around this feature of the design which is intended to replace the neighbouring landowner's current access which will be rendered unusable by the Scheme. The Applicant has received the objector's opinion of value and will continue to negotiate with the landowner with a view to purchasing this land by agreement if agreed terms can be reached. If no agreement is possible, the objector has recourse to the compensation provisions within the Order. Any claim will be assessed within the context of the Compensation Code.

### Landowner time not being reimbursed

14.9.2 GCP as a matter of policy, is not prepared to pay for landowner time at this stage of the Scheme.

### Other concerns

14.9.3 CSET1/CSET2: The two schemes are being delivered independently, but both require land and/or rights from Cheveley Park Farm. CSET1 aims to improve road safety together with walking and cycling provisions along the A1307 between

Haverhill and Cambridge. CSET1 is divided into 5 sections, some of which have already been delivered, section 3 involves interaction with Cheveley Park Farm land either side of the A11. The Applicant will continue to engage with Cheveley Park Farm on Scheme requirements with the intention of reaching a suitable agreement.

**Other concerns – method of construction**

14.9.4 The works will be delivered through a combination of 'off line' works (i.e. through areas not generally being trafficked) and online works (i.e. existing areas being trafficked by the public – generally these are at intersections points).

14.9.5 The proposed plant to be used for the delivery of the works in covered in Section 10 of the CoCP Rev G [**CD1-10.07**].

14.9.6 A detailed programme of works will be developed at the construction stage, however a Conceptual Early Contractor Involvement Programme [**CD21-07**] has been developed. Generally, the expected activities that will take place to complete construction works will be as follows:

(a) Guided Busway route:

(i) Installation of compounds and haul roads

(ii) Excavation and stockpiling of soils

(iii) Installation of swales, main line drainage and ducting network

(iv) Installation of pavement

(v) Installation of second stage drainage and ducting

(vi) Installation of kerbing and surfacing works to pavement

(vii) Installation of footways and finishing works

(b) Structures:

(i) Installation of haul roads and any temporary structures

(ii) Sub structure works

(iii) Super structure works

(iv) Excavation and stockpiling of soils

(v) Import of fill, forming of embankment and installation of surfacing

(vi) Soft landscaping and finishing works

**Other concerns – details of temporary construction**

14.9.7 Temporary construction will include:

(i) Haul roads to facilitate construction plant access to works areas

(ii) Temporary culverts or bridges over waterways to allow safe crossing of construction plant and people.

(iii) Temporary traffic lights at intersections between the Scheme route and existing permanent routes

(iv) Site compounds for welfare, parking and storage of materials.

(v) Segregation fencing and hoarding

(vi) Traffic management at intersections. Signage as needed across the site

(vii) Shuttering for reinforced concrete works including scaffolding for access.

(viii) Crane and piling mats

(ix) Dewatering pumps, siltbusters. As and when needed for deeper excavation works

14.9.8 Other Concerns raised:

(a) The location and specification for access point and gates would be agreed as part of the detailed design process.

(b) The draft option will be circulated as soon as possible.

(c) Detailed proposed landscaping plans yet to be provided: Landscape drawings are included in the LEMP [**CD1-10.05**].

14.10 **OBJ 245 British Horse Society [CD2-OBJ-245]**

**Equestrian access/Bridleway**

14.10.1 The delivery of the Scheme will provide access to a new bridleway route along the majority of the Guided Busway route that will be accessible for horse-riding activities.

14.10.2 The bridleway will be provided on the Emergency and Maintenance Access Track between Granham's Road and High Street, Babraham as shown on the Rights of Way and Traffic Regulation Plans (Rights of Way and Traffic Regulation Plans - Volume 1 [**CD1-11.04**], Rights of Way and Traffic Regulation Plans - Volume 2 [**CD1-11.05**] and the Rights of Way and Traffic Regulation Plans - Volume 3 [**CD1-11.06**]).

14.10.3 The bridleway route has been agreed and developed in discussions with the CCC searches team. The bridleway has been terminated at Granham's Road as there are no onward connecting existing bridleways. Continuing the path further towards CBC would raise safety concerns as it will increase conflict points between pedestrians, equestrians and motorised vehicles.

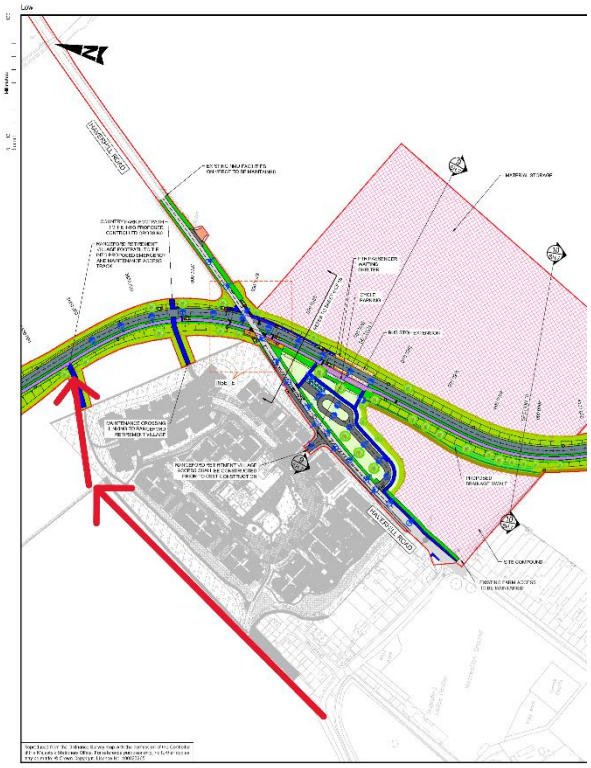
**Diversion and alternative routes for equestrians**

14.10.4 The permissive bridleway PPA/0123 sits outside the red line boundary for the Scheme and therefore, is not impacted by the Scheme. The existing DNA Cycle Path is retained, but the path is diverted onto the proposed Emergency and Maintenance Access Track adjacent to the Guided Busway for an approximate length of 550m.

14.10.5 Stapleford – it is acknowledged that the path on the eastern side of Haverhill Road is an NMU route and this has been considered in the Application. The existing NMU facilities would be retained on this stretch of Haverhill Road within the red line boundary. Furthermore, an equestrian crossing has been proposed at the

intersection of the Guided Busway and Haverhill Road, as presented on the Rights of Way and Traffic Regulation Plans - Volume 1 [**CD1-11.04**].

14.10.6 The route marked by the red line falls within Rangeford Retirement Village where a gated access has been proposed for pedestrian and cyclists and the same can be considered for equestrians, provided the British Horse Society reach an agreement with Rangeford Retirement Village and the CCC PROW team.



14.10.7 Stapleford Bridleway 212/2 crosses the Guided Busway at approximately ch 4650. The bridleway is maintained as existing with a gated crossing proposed as shown on the Proposed Site Plans [**CD1-12.05, page 9**] and Rights of Way and Traffic Regulation Plans - Volume 1 [**CD1-11.04, page 9**]. The type of gate and control measures will be finalised in the detailed design phase in consultation with the CCC operations team. Surfacing material will be determined at the detailed design stage and provisions for equestrians will be taken into account. Based on the frequency of buses, NMU users would get sufficient opportunities to cross the Guided Busway. However, any requirements (such as warning signs) will be agreed with the operations team and would be confirmed in the detailed design phase.

14.10.8 River Granta (Stapleford) Crossing – The bridleway over the River Granta has been shown on the Rights of Way and Traffic Regulation Plans - Volume 1 [**CD1-11.04**].

14.10.9 Sawston – To mitigate the issue of noise from adjoining industrial sites a noise barrier has been proposed for this stretch. The provision of warning signals would be considered in the detailed design phase. The entire route has been subject to a road safety audit and all concerns raised by the audit team have been addressed. A further stage 3 safety audit would be carried out during the detailed design phase. Footpath 12/8 falls outside the extents and limits of the Scheme and hence no modifications to this footpath are proposed.

14.10.10 The request for an additional access path on the eastern side of the Guided Busway route has been acknowledged. The feasibility of delivering this pathway will be considered during the detailed design phase.

14.10.11 The equestrian route runs from Granham's Road to Babraham High Street and the cross-sectional elements and standards are the same along the entire length of the Guided Busway. The A11 bridge and crossings have been delivered under a separate scheme and are not associated with the Scheme proposals as part of this Order. The Scheme is primarily a guided busway scheme and is not intended to impact existing equestrian routes. The crossing at the A11 forms part of the CSET 1 proposals and the potential for equestrian enhancements will be reviewed following the delivery of this part of the works to enhance this crossing. The provision of equestrian routes along the Guided Busway have been developed in consultation with the CCC searches team.

## 14.11 OBJ 256 Railfuture East Anglia [CD2-OBJ-256]

### Public transport objectives

14.11.1 New services would operate between Haverhill and Cambridge city centre, utilising the existing busway infrastructure from the CBC. There will also be additional bus priority measures along the A1307 corridor to Haverhill, and a segregated path for pedestrians, cyclists and horse riders.

14.11.2 The new Travel Hub provides car parking spaces and spaces for coaches, motorcycles, bicycles and drop-off. It provides car access from the A1307 and also connects to Babraham High Street via an improved active travel route.

14.11.3 Overall, an approach inclusive of all modes of transport, including active modes and public transport in addition to private cars, has been adopted to meet the needs of all users.

### Consistency with sustainable transport policies

14.11.4 Unlike traditional P&Rs, the proposed Travel Hub caters for multiple transport modes including coaches, motorcycles and bicycles. It encourages the use of active modes and public transport to substitute for parts of or entire journeys that would otherwise be made by car. Modelling completed for the Scheme shows a reduction in overall car use over the course of the Scheme, which is one of the aims of Cambridgeshire policy as more people take up public transport and active modes to reach their destinations.

### Deviation from CSET proposals

14.11.5 There has not been a departure from the original plan for the Scheme. The measures that the objector highlights, such as bus priority measures, walking and cycling enhancements, and road safety improvements along the A1307 corridor between Haverhill and Cambridge, are still being delivered. However, these have been progressed as part of CSET1 which was able to be completed independently of the proposals as part of the Scheme. These measures will support the second phase that is subject to the Order. These two phases when combined will enhance the South East Cambridge Corridor including the A1307 and routes towards Linton and Haverhill.

14.11.6 The potential for a new P&R location was explored and reported on in 2017, within the A1307 Cambridge to Haverhill Preferred Options Report [**CD18-03, pages 19-37**]. Early results demonstrated that a new site at the A11 would be a more effective option than expanding the existing Babraham P&R site and attract more use, therefore taking vehicles off the road at the A11 rather than further down the A1307 corridor.

**City access programme**

14.11.7 The City access programme and CSET2 have interdependent strategic links, whereby the scheme benefits they are expected to deliver can be maximised by the delivery of the other scheme/programme. The City access programme supports CSET2 and its proposed Travel Hub by improving congestion and reducing public transport journey times.

14.11.8 The City access programme aims to reduce congestion on routes into the city centre which will be key to reducing public transport journey times on sections of route where HQPT services are sharing road space with general traffic, therefore making the CSET2 Travel Hub more attractive and successful. In addition, removal of traffic from the city centre through the City access programme will help create additional demand for the facility. Moreover, the City access programme will tackle congestion within the city centre and enhance the ability for people to get into, out of and around the city. These measures delivered through the City Access Strategy will be necessary for CSET2 to provide improved end to end connectivity between settlements and employment sites along the A1307 corridor and the city centre.

14.11.9 Initial option concepts included P&R, Bus Rapid Transit, and Walking & Cycling Routes. A rail-based alternative has also been considered in the Preferred Options Report 2017 [**CD12-03, page 14**]. The reopening of the railway line between Haverhill and Cambridge has however been discounted due to its high cost and low benefit to cost ratio. The selected preferred option includes a new bus only road between the Babraham P&R and CBC that would provide a segregated traffic free route for buses (and emergency service vehicles) only, with direct access into the heart of the CBC campus where substantial employment growth is occurring. The preferred option has since evolved into the current day proposed CSET2 scheme following further optioneering and design refinement. For further detail on alternatives, please see *Response to 01 – Consideration of an alternative scheme in Table 6 above (**Section 14, page 126- 133**).*

**Alternative rail solution**

14.11.10 The option of reinstating the railway to Haverhill is not considered a feasible or affordable option. The potential to re-open the railway line has been explored on several occasions, including during the options development process for the Scheme, however it was consistently dismissed due to its high cost, and inadequate level of associated benefits. It is also noted that the project was rejected during the recent “Restoring your Railway” fund, where the project was not progressed at Ideas Stage 3.

14.11.11 The most recent cost estimates for the railway line were anticipated at around £800m. Further, its construction would entail significant engineering complexities, especially since all track and permanent way would have to be fully re-installed. Changes to the alignment would have to be made now that buildings and road junctions (such as the A11/A505 junction at Fourwentways) are located on the former route. Reinstatement would require significant compulsory purchase and the resulting environmental damage to land on the route (as the railway would potentially need to be routed through fields on a new alignment) would be equally, if not more damaging than what is proposed under the Scheme.

14.11.12 The alternative rail option is unlikely to present a more environmentally friendly option compared to the Guided Busway as is suggested. The alternative rail option would require the felling of a large number of trees which have grown along the disused rail embankment since its use as an operational railway. This would result in a loss of habitats, and disturbance and displacement of species utilising these habitats, as well as an impact to the local landscape. The Scheme retains these trees, avoiding the adverse effects that would result from their loss.

14.11.13 As highlighted by Cllr Meschini (as quoted by Suffolk News [**CD21-04, page 2**], “The status has not changed, the rail link would cost in the region of £800million to reopen, it is not possible to do that, there is nothing to kill, it was never alive I’m afraid.” It was also noted from Cllr Meschini that it also would be expected that a rail extension would not provide further onward connection to Sudbury, and as such a branch-line to Haverhill is not considered an attractive option for the rail industry.

14.12 **OBJ 309 Swavesey and District Bridleways Association [CD2-OBJ-309]**

14.12.1 See the response to the British Horse Society [OBJ-245] [**CD2-OBJ-245**] (Section 14.10)

14.13 **OBJ 325 Fen Line Users Association [CD2-OBJ-325]**

14.13.1 See the response to Railfuture East Anglia [OBJ 256] regarding the status of the railway alternative under section 14.11.

**Connection with CAM**

14.13.2 See the response under Section 7.1 regarding the Scheme’s link with CAM.

14.14 **OBJ 363 Cambridge Biomedical Campus Ltd (CBCL) [CD2-OBJ-363]**

**Land Acquisition**

14.14.1 The Applicant welcomes CBCL's support and constructive engagement over several years and acknowledges the concerns regarding access around the CBC raised by the provisions within the Order. The Applicant does not intend to permanently prevent access to FCA or DMAW. The Scheme is conceived to improve access to the CBC by sustainable modes of transport and in any event the proposed works will not permanently prevent access to CBC by private car, commercial vehicles or the emergency services. The Applicant will not rely on its powers to permanently deny access for any party wishing to pass to or from the highway of Addenbrooke's Road to FCA or DMAW. Discussions regarding access and movement with CBCL are ongoing. Some minor disruption will occur whilst the works are carried out, but the Applicant is looking to reduce such disruption to a reasonable minimum whilst allowing for the works to be carried out as swiftly as possible.

**Protection of blue light route**

14.14.2 Works to the CBC area (FCA) are being carried out in advance of the main Scheme works. Discussions are ongoing with the CBC team on the phasing of works and how priority will be provided for the blue light route. The Applicant will not use the powers within the Order **[CD1-02]** to compromise “blue light” routes and it acknowledges the significance of these routes.

**Maintaining access for pedestrians and cycle routes during construction**

14.14.3 Works to the CBC area (FCA) are being carried out in advance of the main Scheme works. Discussions are ongoing with the CBC team on the phasing of works and how this will allow continuous access for pedestrians and cyclists in this area and along the present cycleways. There will be a requirement for localised diversions during the phasing of the works, however the through route from any point to another will be maintained.

**Drainage**

14.14.4 Drainage from the Guided Busway will be transmitted along filter drains running down the slope and discharge into an attenuation pond via swale which will eventually discharge, via a hydrobrake to control discharge to the 1:1 year

greenfield runoff, into Hobson's Brook. The proposed drainage strategy provides for sufficient attenuation within the network and hence is not expected to have any impact on existing drainage rights.

14.14.5 As described above there is a network of SuDs features to act as a pollution control measure for surface water before it is discharged into Hobson's Brook. During the next stage of the design, detailed pollution control assessment will be carried out to validate the proposed control measures.

14.15 **OBJ 365 AstraZeneca Limited and Medimmune Limited [CD2-OBJ-365]**

**Ownership boundary**

14.15.1 The Order plans will be amended so that they correctly align with the correct boundary line relating to plots 006 and 008 raised within the objection. The sliver of land which is subject to the AstraZeneca South Lease will be removed. Plots 006 and 008 will have mention of the AstraZeneca South Lease removed. The Applicant has noted the Land Registry error within their records.

**Book of Reference**

14.15.2 The Book of Reference will be updated and amended so that all entries relating to AstraZeneca UK Limited and Medimmune Limited are the same. The Book of Reference will also be updated to include the correct interests in the various plots along FCA that have been highlighted.

**Extinguishment of rights**

14.15.3 The Applicant welcomes AstraZeneca Limited's support and constructive engagement over several years and acknowledges the concerns regarding access around the CBC raised by the provisions within the Order. The Applicant does not intend to permanently prevent access to FCA or DMAW. The Scheme is conceived to improve access to the CBC by sustainable modes of transport and in any event the proposed works will not permanently prevent access to CBC by private car, commercial vehicles or the emergency services. The Applicant will not rely on its powers to permanently deny access for any party wishing to pass to or from the highway of Addenbrooke's Road to FCA or DMAW. Discussions regarding access and movement are ongoing. Some minor disruption will occur whilst the works are carried out but the Applicant is looking to reduce such disruption to a reasonable minimum whilst allowing for the works to be carried out as swiftly as possible.

**Ground water drainage**

14.15.4 The FCA Early Works do not add significant impermeable areas and, hence, have no major impact on existing catchment areas. The proposed drainage network at FCA will have built attenuation to maintain and control the flow into the existing network. The existing flow rates will be maintained to discharge within the existing network.

**Permitted development**

14.15.5 Early improvements to Francis Crick Avenue (FCA), particularly to improve walking and cycling (FCA Early Works) are proposed. There is existing funding for the FCA Early Works which is required to be expended in advance of any construction works for the Scheme and the FCA Early Works are, therefore, being progressed as early works. The FCA Early Works comprise works to the road itself and installing facilities for cyclists and pedestrians such as new cycleway, crossings, traffic signs and painted lines.

14.15.6 Under Section 55(2)(b) of the TCPA 1990 [**CD4-05, pages 55-58**], certain maintenance and improvement works are excluded from being 'development', meaning that they do not require planning permission and, in the case of signage, crossings etc, are exempt from the need for advertising consent. An LPA screening opinion established that the FCA Early Works are not EIA Development.

14.15.7 The FCA Early Works are incumbent upon the agreement of the landowners and negotiations and consultation with those owners is ongoing.

14.15.8 The FCA Early Works are a separate a free-standing project but are included within the Scheme as they have yet to be completed.

14.16 **OBJ 370 National Gas Transmission plc [CD2-OBJ-370]**

Negotiations between the Applicant and National Gas Transmission plc (**NGT**) on the form of protective provisions have been ongoing for some time, having commenced before the submission of the Application. On 6 March 2025, NGT submitted what serves essentially as a 'holding' objection (OBJ370) [**CD2-OBJ-370**] to the Application requesting that the remaining issues are addressed to NGT's satisfaction. Negotiations between NGT and the Applicant are ongoing and the Applicant hopes to reach agreement prior to the closure of the Inquiry.

14.17 **OBJ 382 The Cambridgeshire and Peterborough branch of the Campaign to Protect Rural England (CPRE) [CD2-OBJ-382]**

**Value for Money**

14.17.1 The appraisal of the Scheme has been conducted in line with DfT TAG Guidance [**CD13-13.00**] using standard tools which accurately reflect the benefits expected from the Scheme, demonstrating journey time savings to users, improvements to air quality and GHGs from mode shift as well as the benefits from increased trips by active modes.

**Land Value Uplift**

14.17.2 The objector is correct in highlighting the appraisal of land value that has been made as part of the 2020 OBC [**CD1-19, pages 225-230**]. There is a strong relationship between improved transport provision and land use, especially around the premium for users to pay for better access to amenities and this has been reviewed within the business case to determine potential benefits that the Scheme may have on land use.

14.17.3 Land Value Uplift is typically assessed within a "Level 3" Value for Money assessment as part of a Transport Business Case [**CD13-13.13.02, Page 31**], since these land impacts are usually less-definable characteristics and as such typically are reflected within an adjusted BCR.

14.17.4 It has been explained within section 7 of the Economic Dimension [**CD1-19, pages 228-229**] that the sites identified and assessed have been already allocated as part of the Local Plan and are not dependent on the Scheme's delivery. Therefore, it is not possible to attribute the development of any of these sites to the Scheme and as a result, these benefits cannot be claimed to be directly associated with the delivery of the Scheme.

14.17.5 As highlighted within this section of the business case [**ibid**], since no development is dependent, the figures have only been included to establish a strategic context to the Scheme to demonstrate how the Scheme could impact on future development sites in the South East Cambridgeshire area in terms of jobs, GVA and enhance the value of land value as a result of a new sustainable transport opportunity.

**Active Travel Benefits**

14.17.6 The AMAT toolkit was introduced into the Economic Dimension Addendum [**CD1-21, pages 19-28**] to more accurately reflect the extent of societal health benefits arising from increased uptake in physical activity from improved cycling infrastructure. This is particularly apparent from several studies based on the existing Cambridgeshire Guided Busway such as by Heinen, Panter et al. (2014) [**CD12-02, page 203**] which showed that "*the new high-quality infrastructure and public transport service provided by the Cambridgeshire Guided Busway attracted users, and that among a population of adult commuters its use was clearly associated with geographical exposure in terms of residential proximity to the busway*." They continued to highlight that "*people will take up the opportunity to walk, and particularly to cycle, on high quality infrastructure, even when HQPT is also provided. This suggests that public transport can coexist with active travel in a more sustainable and health-promoting transport system, rather than necessarily deterring people from walking or cycling*".

14.17.7 The results of the AMAT are only associated with the improvements on FCA since the toolkit requires a baseline to provide an uplift against. It is therefore reasonable to say that the results of the AMAT assessment are reflective (if not understating) of the expected uptake in walking and cycling.

14.17.8 This behaviour is evident from the existing Cambridgeshire Guided Busway, where a positive uptake in walking and cycling has been observed [**CD12-02, pages 4-13**]. This trend presents a significant contribution to improvements to physical health as more people become regularly active, which both improves economic output through reduced absenteeism as individuals are healthy to work, therefore also reducing pressure on our struggling NHS services.

14.17.9 Overall, even this small change to the Scheme has been assessed at generating £7.5m of public benefit [**CD1-22, page 25**], including c. £2.5m in health-related benefits as a result of the Scheme proposals.

**Effects on landscape, ecology, and heritage**

14.17.10 The ES Main Report [**CD1-10.02, pages 140-251**] provides the assessment of effects on biodiversity (Chapter 10), landscape (Chapter 11), and heritage (Chapter 12). The landscape design set out in detail in the LEMP [**CD1-10.05**] has sought to integrate the Scheme into the landscape as far as possible through the use of hedgerows, trees and blocks of woodland to provide screening of the hard infrastructure. Nevertheless, it is acknowledged that there would be significant adverse effects on one LCA, the Granta Valley LCA.

14.17.11 Once established. the landscape design will provide an increase in valuable habitats available to wildlife including bats. There will be large areas of wildflower meadows which bats use for foraging, and an increase in the number of species-rich hedgerow which bats will use as commuting and foraging habitat, providing a new corridor through the landscape connecting existing habitats. Where there are known existing bat commuting routes that will be crossed by the Guided Busway, such as along the River Granta, specific design measures including bat hop overs and the use of specially designed bridge parapets will enable bats to continue using these commuting routes whilst minimising any potential harm from collisions with buses. The landscape design will also benefit a range of other local wildlife species which are known to live in the area, including reptiles, amphibians, birds, water vole, badgers and other small mammals, through the provision of new habitats of greater biodiversity value than the existing farmland.

**Effectiveness and safety of segregated busways**

14.17.12 The objection suggests that fixed routes cannot be adapted or changed, however, there is also the argument that the Scheme provides dedicated bus infrastructure to retain a physical route, which will allow for the preservation of a consistent and reliable service. Typically, an individual's travel habits will adapt to existing infrastructure, and this has been the case with the current busway where Smith et al. [**CD12-10, pages 11-14**] demonstrate uptake in commuting journeys. This study also highlighted the reduction in activity space as people close to the busway in urban settings were provided with a new activity space, with an individual profile demonstrating engagement with LNRs made accessible along the existing route.

14.17.13 Busway safety is a priority and has been considered through the design of the Scheme. As highlighted in Section 8.7 there are numerous safety measures that have been implemented. These include:

(i) Intelligent Speed Assistance Technology (successfully implemented on the existing Cambridge Guided Busway in 2023).

(ii) A combination of advanced Radio Detection and Ranging (Radar), Light Detection and Ranging (LiDAR), Global Positioning Systems (GPS) and Camera technology that ensure vehicles will navigate and monitor their environment and surroundings with unprecedented precision.

(iii) Hedgerow planting between the Guided Busway and the Emergency and Maintenance Access Track will act as a natural barrier and will separate active mode users from the Guided Busway track while also providing a sympathetic streetscape.

(iv) The sensor guidance technology that will be deployed as part of this Scheme to guide the buses also negates the need for guide rails; this will ensure there is the ability for drivers to make evasive action should this become necessary. A safety driver will be present at all times on these vehicles to monitor them throughout the bus journey.

14.18 **OBJ 429 Cadent Gas Limited [CD2-OBJ-429]**

14.18.1 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 7 March 2025, Cadent submitted what essentially serves as a holding objection (OBJ429) [**CD2-OBJ-429**] 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 prior to the closure of the Inquiry.

14.19 **OBJ 430 Cambridge Medipark Limited (CML) [CD2-OBJ-430]**
**See Also:**
**OBJ 431 CBC Estate Management Limited [CD2-OBJ-431]**
**OBJ 432 Prologis UK 120 Limited [CD2-OBJ-432]**
**OBJ 433 Prologis UK CCCLXI S. à.r.l [CD2-OBJ-433]**

14.19.1 The Applicant does not intend to permanently prevent access to FCA or DMAW. The Scheme is conceived to improve access to the CBC by sustainable modes of transport and in any event the proposed works will not permanently prevent access to CBC by private car, commercial vehicles or the emergency services.

14.19.2 The Applicant will not rely on its powers to permanently deny access for any party wishing to pass to or from the highway of Addenbrooke's Road to FCA or DMAW and has no intention to disrupt the essential "blue light" routes that emergency vehicles use to reach Addenbrooke's Hospital.

14.19.3 Discussions regarding access and movement are ongoing. Some minor disruption will occur whilst the works are carried out, but the Applicant is looking to reduce such disruption to a reasonable minimum whilst allowing for the works to be carried out as swiftly as possible.

14.19.4 There has been a series of meetings with the objector's representatives since the Application was made. The Applicant is confident that an agreement can be reached with the objector. A Note of Assurance has been provided to CML and there has been constructive engagement with the objector. The Applicant understands that while an objection has been submitted, the objector supports the Scheme in principle, through constructive negotiations it is anticipated that the objection will be withdrawn in due course.

**Design**

14.19.5 The proposed improvements along FCA, which is currently at detailed design stage include upgrades to create a new segregated cycle route, resulting in <10% increase in impermeable area. It is to be noted that the system is designed for the 1 in 100 year return period with an allowance of 40% climate change, which is higher than the present system. The proposed flows from the introduction of a cycleway across the Scheme extents have been attenuated within the existing drainage system to existing flow rates (brownfield) using flow control devices so that the proposed network is not at risk of flooding in the 30YR return period. Flows no greater than Qbar are further attenuated in ponds before discharging to the local water courses. The existing ponds that attenuate the regional flooding have also been checked, and these have sufficient capacity for the increased flood risk. The Drainage Strategy for detailed design has been submitted to relevant stakeholders for their comments.

14.19.6 The Scheme has gone through Stage 1 of a Road Safety Audit (RSA1 audit). Following this, the speed for the crossing at the base of the Guided Busway ramp south of Addenbrooke's Road roundabout was reduced to 30mph and the section was proposed to be lit emphasising the urban scenario. The gap acceptance will be very high for a bus every 8 minutes at peak times, and reduced frequency outside the peak hours.

14.19.7 The current design for the Guided Busway is at preliminary design stage and a retaining wall has been proposed in the vicinity of the surface car park. The retaining wall structure including the foundation will be within the redline boundary to avoid any interface with the existing or proposed construction. The details of which will be validated during the detailed design phase. A manhole in the vicinity of the Multi-Storey Car Park (**MSCP**) boundary is shown indicatively, the final location would be assessed in the detailed design, and conflict with the MSCP assets will be avoided. The interface between the Scheme and the car park would be analysed at detailed design phase.

14.19.8 The proposals will not have an impact on the existing balancing pond. The proposals have sufficient attenuation facilities such that the surface water is collected through series filter drains and swales before being discharged to the existing network. The flow rates are controlled so as not to cause flooding issues.

14.20 **OBJ 435 Hobson's Conduit Trust [CD2-OBJ-435]**

**General environmental effects to Nine Wells and Hobson's Conduit**

14.20.1 The ES Main Report [**CD1-10.02, pages 110-251**] provides an objective assessment of the Scheme on Nine Wells LNR and LGS and Hobson's Conduit in Chapter 8 for effects to water quality, Chapter 9 for effects on the LGS, Chapter 10 for effects on biodiversity, Chapter 11 for effects on landscape character and visual impact, and

Chapter 12 for effects on the Grade II listed Nine Wells Monument. It is acknowledged that there would be adverse effects to these receptors during both construction and operation, but in the main, these effects would not be significant apart from visual effects during construction.

14.20.2 The use of terms negligible, neutral, and slight are an objective assessment of the predicted effects of the Scheme using defined terms set out in the relevant assessment guidance used to undertake the EIA.

**Visual impacts and impacts to landscape character**

14.20.3 Nine Wells LNR and Hobson's Conduit are both located within the Granta Valley LCA. Chapter 11 of the ES Main Report [**CD1-10.02, pages 183-228**] assesses the effects of the Scheme on landscape character and assigns a sensitivity value of medium for the Granta Valley LCA. The Granta Valley LCA is characterised by low lying gentle topography, tree and hedge lined arable fields, pastures and water meadows, and extensive woodland, including the Nine Wells LNR. The tranquil rural character of the LCA is impacted by traffic noise from nearby main roads and the railway line, and the proximity to urban settlements including the CBC. The effects on the overall LCA from the Scheme have been assessed as slight adverse and not significant. Notwithstanding this, it is acknowledged that specific views within the LCA, including from the Nine Wells LNR, represented by Viewpoint 6 would experience changes that would result in significant adverse effects [**CD1-10.02, page 194**]. The impact of the Scheme from Nine Wells LNR has been assessed as significant during construction due to the proximity of works compound 7 but would not be significant once the Scheme is operational at either the opening year or 15 years after opening when landscape planting will have established.

14.20.4 The proposed new bridge crossing Hobson's Conduit would be a new feature in the landscape. However, it would be in the context of the existing railway and prominent overhead line electrification (OLE) equipment which currently detracts from views from Nine Wells LNR. The new bridge will be landscaped to minimise visual intrusion as far as possible and will partially screen the railway OLE. The visual effect reported in the ES Main Report [**CD1-10.02, pages 183-228**] is slight adverse and not significant at either the opening year or 15 years after opening, once landscape planting has been established.

14.20.5 The process for defining LCAs is set out in Guidelines for Landscape and Visual Impact Assessment 3rd Edition (**GLVIA3**) [**CD15-01**] and the landscape and visual impact assessment (**LVIA**) follows this guidance. It considers the National Character Areas for the area and then the regional and local landscape character assessments to establish the framework for the detailed LCA assessments upon which the assessment of the Scheme is based. These local LCAs were defined by consideration of the higher-level assessments backed up by detailed on site investigation by experienced, professional landscape architects. They are of a suitable level of detail and geographical area for the consideration of the Scheme. There may be some variations in landscape within each LCA but, on the whole, these represent an appropriate level of detail and homogeneity for the assessment. Further subdivisions would not provide further benefit in the assessment of the Scheme.

**Biodiversity effects of the proposed bridge crossing Hobson's Conduit**

14.20.6 Chapter 10 of the ES Main Report [**CD1-10.02, pages 140-182**] acknowledges that there would be an adverse effect to aquatic habitats under the proposed Hobson's Conduit bridge due to shading caused by the structure. The area affected would be a very small amount of the overall watercourse and the effect is not assessed as resulting in a significant adverse effect. The bridge would be 2.4 m higher than the banks of the watercourse and at 15 metres long clears both the watercourse and its associated riparian habitats. This will maximise daylight penetration underneath the

bridge whilst balancing the adverse effects of having a large structure on landscape and visual effects. The effects of shading will be much less than the existing adjacent railway bridge.

14.20.7 Chapter 10 of the ES Main Report [**CD1-10.02, pages 140-182**] describes Hobson's Conduit as a ditch in the specific context of the MoRPh surveys which provide the baseline information for the BNG assessment. There are specific criteria for habitat classifications for which Hobson's Brook is classified as 'ditch'. This does not imply that it is treated as a ditch in the impact assessment (Tables 10.7 and 10.8 [**CD1-10.02, pages 160-176**]) where Hobson's Brook has been assessed in its own right as a specific sensitive environmental receptor differentiated from ditches elsewhere along the Scheme. The importance of Hobson's Brook underpins the rationale for crossing the watercourse with a clear span bridge instead of a box culvert design used for the ditches elsewhere along the Scheme.

14.20.8 Hobson's Brook has been assessed as being of local value in the ES Main Report [**CD1-10.02, pages 140-182**]. Chapter 10 sets out the rationale for this conclusion based on existing published data such as the Water Framework Directive (WFD) status, as well as site specific surveys undertaken by qualified aquatic ecologists. The results of these surveys have been reported in [**CD1-10.42**].

14.20.9 Hobson's Brook is a designated City Wildlife Site to the west of the existing railway crossing. The reach between the existing railway crossing and Nine Wells LNR, which is the reach proposed to be crossed by the Scheme, is not currently designated.

14.20.10 The effects of permanent artificial lighting are set out in Appendix 11.3 to the ES Main Report, Lighting Impact Assessment [**CD1-10.46**] and include mitigation measures to minimise effects on wildlife. Controls on temporary construction lighting are set out in the Construction Lighting Plan [**CD1-10.09**].

**Impacts on the Grade II listed Nine Wells Monument**

14.20.11 The Grade II listed Nine Wells Monument is located within the Nine Wells LNR and is well screened by the existing vegetation within the LNR. Chapter 12 of the ES Main Report **[CD1-10.02, pages 237-259]** assesses the effect of the Scheme on the historical setting of the Monument during construction as slight adverse and not significant, and during operation as negligible.

**Water quality and pollution control**

14.20.12 Acknowledging the sensitive nature of the Hobson's Conduit and the Nine Wells LNR, a precautionary approach has been adopted in identifying mitigation to minimise effects. At this stage, the exact construction details are not known and will not be until detailed design stage. In line with the precautionary principle, all possible and reasonable mitigation that could be employed to minimise effects of pollution during construction and operation have been specified and are set out in detail in Chapter 8 of the ES Main Report [**CD1-10.02, pages 110-123**] as well as the CoCP [**CD1-10.07**] and the CEMP [**CD1-10.08**]. In addition to these committed mitigation measures, the Early Contractor Involvement (ECI) contractor has confirmed that there is sufficient room in the field adjacent to the Nine Wells LNR and Hobson's Conduit for there to be a 40 m buffer between the construction compound and these two receptors to provide further protection to surface water quality.

14.20.13 The Drainage Strategy [**CD1-10.04**] sets out the pollution prevention measures incorporated into the Scheme design in the form of SuDs. Further assessment will be undertaken at the detailed design stage and additional features can be incorporated if the assessment deems them necessary. The drainage strategy makes provision for any required pollution prevention measure to be included in the

Scheme design to adequately treat surface water runoff [**CD1-10.04, pages 29-31**]. Chapter 8 of the ES Main Report [**CD1-10.02, pages 110-123**] has assessed the effect of discharging surface water drainage from the Scheme on the water quality of Hobson's Conduit as slight adverse and not significant.

14.20.14 A comprehensive list of mitigation measures identified to minimise construction effects on Hobson's Conduit are set out in Chapter 8 of the ES Main Report [**CD1-10.02, pages 110-123**]. The proposed temporary crossing would be clear span with abutments set back from the watercourse banks to prevent physical impact. The borehole log from the location of the proposed Hobson's Conduit bridge shows the underlying geology to comprise superficial alluvium and marl. The bridge piles will not be drilled into a water bearing geological unit and so will not impact flows to the Nine Wells LNR or Hobson's Brook which are geologically distinct.

**Impact on groundwater and the effects on the Nine Wells springs**

14.20.15 The nearest borehole to the proposed ecological and attenuation ponds is at the location of the proposed Hobson's Conduit bridge which shows that the underlying geology comprises superficial alluvium on top of the marl bedrock. The marl dips to the east and becomes overlain by chalk. The intersection of the marl and chalk is the location of the Nine Wells LNR where the impermeable marl forces groundwater moving along a gravity gradient from the nearby Gog Magog Hills to the surface as it reaches the marl. Any groundwater to the west of the Nine Wells LNR is therefore assumed to be associated with the superficial alluvium layers and is not connected to the chalk aquifer feeding the springs at Nine Wells. Nevertheless, further geotechnical investigation will need to be undertaken at the detailed design stage to confirm this assumption. If the geotechnical investigation results conclude that there is chalk in the location of the proposed ecological pond and a risk of impacting groundwater flows, the pond design can be amended to minimise any impact. This would be in the form of lining the pond so that groundwater flows do not migrate to the pond away from the springs. The pond would be kept wet by a physical connection to Hobson's Brook and water levels checked by a weir. When ground water levels and flows in Hobson's Conduit are high, water would pass across the top of the weir into the pond. When water levels are low the weir would prevent flows from Hobson's Conduit from being diverted to protect the water levels of the watercourse. The pond needs to be in close proximity to Hobson's Conduit as its purpose is to provide mitigation to water voles in the form of compensatory habitat. The attenuation pond would be lined and so would have no effect on groundwater flows.

## 14.21 OBJ 436 The Chalk Family [CD2-OBJ-436]

14.21.1 The Applicant welcomes the Chalk Family's constructive engagement and continued support for the Scheme and notes that an agreement in principle has been achieved to include CCC adoption of the new road into the Hinton Way bus stop as public highway.

14.21.2 The Applicant acknowledges the Chalk Family's right to object, given that at present an agreement has not been reached. The Applicant remains committed to continuing dialogue and progressing discussions to reach the completion of the option agreement that is satisfactory to both parties.

## 14.22 OBJ 437 Network Rail Infrastructure Limited (NRIL) [CD2-OBJ-437]

14.22.1 NRIL is identified in the Book of Reference for the Scheme as having rights over Plot 001, being 1,177.11 square metres of private road, hardstanding and verges forming part of Robinson Way, Cambridge. The Scheme proposes the compulsory acquisition of Plot 001, limited to temporary use of this land and acquisition of permanent rights over it. On 7 March 2025, NRIL therefore submitted a holding

objection ((OBJ437) [**CD2-OBJ-437**]) to allow suitable arrangements to be put in place to safeguard NRIL's position.

14.22.2 The arrangements requested by NRIL are:

(a) Protective Provisions: Negotiations between the Applicant and NRIL in the form of protective provisions have been ongoing for some time, having commenced before the submission of the Application.

(b) An asset protection agreement: the Scheme will be relatively close to the operational railway and the purpose of such an agreement would be to protect the safe operation of the railway; and

(c) A compromise agreement: to govern the interface between the Scheme and NRIL's Cambridge South Station project which is governed by The Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 [**CD4-23**].

14.22.3 NRIL states that it *"does not object to the Scheme in principle and supports the provision of sustainable developments in the City of Cambridge"* [**CD2-OBJ-437, page 2**]. NRIL has submitted the holding objection because it is under a statutory duty to protect its railway infrastructure.

14.22.4 Negotiations of the protective provisions between NRIL and the Applicant are ongoing and the Applicant will work with NRIL with the aim to reach agreement in respect of the protective provisions prior to the closure of the Inquiry. The Applicant will also engage with NRIL as regards its requirement for an asset protection agreement and a compromise agreement with a view to reaching agreement on these documents prior to closure of the Inquiry.

14.23 **OBJ 439 University of Cambridge (UoC) [CD2-OBJ-439]**

**Protective Provisions**

14.23.1 The Applicant is currently reviewing protective provisions with the UoC and is anticipating agreement will be reached.

**Works to FCA – Permitted Development/Deemed Planning**

14.23.2 Early improvements to Francis Crick Avenue (FCA), particularly to improve walking and cycling (FCA Early Works) are proposed. There is existing funding for the FCA Early Works which is required to be expended in advance of any construction works for the Scheme and the FCA Early Works are, therefore, being progressed as early works. The FCA Early Works comprise works to the road itself and installing facilities for cyclists and pedestrians such as crossings, traffic signs and painted lines.

14.23.3 Under Section 55(2)(b) of the TCPA 1990 [**CD4-05, pages 55-58**], certain maintenance and improvement works are excluded from being 'development', meaning that they do not require planning permission and, in the case of signage, crossings etc, are exempt from the need for advertising consent. An LPA screening opinion established that the FCA Early Works are not EIA Development.

14.23.4 The FCA Early Works are incumbent upon the agreement of the landowners and negotiations and consultation with those owners is ongoing.

14.23.5 The FCA Early Works are a separate a free-standing project but are included within the Scheme as they have yet to be completed.

**Impact on FCA**

**Maintaining access to the UoC campus for pedestrians / Design Observations**

14.23.6 The DNA Cycle Path will be functional during construction and will be replaced by the Emergency and Maintenance Access Track for around approximately 550m with a 3m wide paved surface and 2.5m verge.

14.23.7 The southbound bus stop will be placed on the available width of 2m between the kerb line and Green and Gardens. The public realm space will be tied in with the bus boarder area to have additional/overflow refuge space for the public.

14.23.8 The minimum 0.5m buffer is proposed between the two-way cycle lane and the carriageway to safely segregate the vehicular traffic from the cyclists.

14.23.9 The footway on the eastern side of FCA will be maintained as existing as most of the desired line for active travel is on the western side of FCA considering the proposal for Cambridge South Station. Pedestrian crossings are planned at appropriate distances to ensure safety of the pedestrians.

14.23.10 The CBC junction on FCA does not allow left-turn exit movements from the Green and Garden and does not allow right-turn movements to exit from FCA to the Green and Garden due to land constraints along FCA. The space requirement, including the proposed parallel crossing connecting Cambridge South Station, is not available to create additional bus movements considering the active travel connection to and from Cambridge South Station.

14.24 **OBJ 440 Stephen Partridge-Hicks, Kelly Hathaway (plots 114 and 113), CPPF, BWB, Magog Trust and Hobson's Conduit Trust [CD2-OBJ-440]**

14.24.1 The objection received from these parties acknowledges the campaign that has been ongoing. Responses have been received as part of a coordinated community response in line with the views of these organisations and have been responded to as part of the community response in Table 6 (**Section 1, page 126-133**). Further detail has been provided to complement this community response below.

**Factoring in post-2018 changes**

14.24.2 The impacts of CAM on the Scheme were only present during the 2020 OBC. At the time of the Options Reporting in 2018, CAM was considered an opportunity in addition to the proven benefits of the Scheme. Since CAM was cancelled, the Scheme options have been re-tested. Without the Scheme criteria or Scheme benefits associated with CAM being included, the Scheme remains the most suitable option for the A1307 corridor. Further detail on CAM has been provided above in response to [CD2-OBJ-111].

**Meeting Scheme objectives**

14.24.3 Objective 1 – See the response to 07 – Bus stop locations are not beneficial to the local communities in Table 6 above (**Section 1, page 126-133)**.

14.24.4 Objective 3 – CSET2 will reduce the number of speed-related incidents through reduced total vehicle mileage. The proposed walking, cycling and equestrian route running along the Guided Busway will improve the safety for cyclists, pedestrians and equestrians.

14.24.5 Objective 4 – For the response on relieving congestion, see the response to 04 – Traffic and Transport Disruption in Table 6 above (**Section 1, page 126-133**).

14.24.6 Objective 5 – For the response on coverage of Haverhill and Linton, see the response to REP 03 Haverhill Town Council and ONE Haverhill Partnership [**CD2-REP-03**] at section 15.3.

**Traffic modelling**

14.24.7 Cambridge South was included within the model as a new station from 2026 onwards. EWR was excluded from the modelling because at the time of development in 2021 there was uncertainty on whether it would be progressing and what route it would take. EWR is not considered to have a material impact on travel behaviour in the South East of Cambridge since it does not serve the areas covered by the Scheme.

14.24.8 Data released by Cambridge and Peterborough Insight for Q1 in 2025 demonstrate that P&R usage has notably increased within Cambridge since 2019 by 22%

14.24.9 The benefits associated with Active Travel are considered reasonable to assess and include as part of the business case, while there are also greenway routes being brought forward, these would only further contribute to a connected walking and cycle network and therefore the figure expressed as part of the Scheme offering is a reasonable inclusion.

**Adverse environmental impacts**

14.24.10 The ES Main Report [**CD1-10.02, pages 140-182**] sets out the assessment and proposed mitigation for Nine Wells LNR in Chapter 10. See the response to the Hobson's Conduit Trust objection [**CD2-OBJ-435**] at section 14.17 for further details.

**Landscape harm**

14.24.11 The LVIA reported in Chapter 11 of the ES Main Report [**CD1-10.02, pages 183-228**] is consistent with the GLVIA3. Section 11.3 [**CD1-10.02, pages 184-186**] describes the approach to landscape and visual sensitivity clearly, noting the consideration of value and susceptibility in assessing the sensitivity of landscape and visual receptors in accordance with the guidance set out in GLVIA3 paragraphs 5.39 and 6.31 [**CD15-03, pages 88,113**] and subsequent paragraphs. Table 11.3 of the ES Main Report [**CD1-10.02, pages 185-186**] deals with the sensitivity of LCAs and gives criteria for ranking the sensitivity of landscape. Paragraph 11.3.11 of the ES Main Report [**CD1-10.02, page 186**] deals with the sensitivity of visual receptors identifying the need to consider the value and the susceptibility to change of the receptor.

14.24.12 The process for defining LCAs is set out in GLVIA3 [**CD1-14.03**] and the LVIA follows this guidance. It considers the National Character Areas for the area and then the regional and local landscape character assessments to establish the framework for the detailed LCA assessments upon which the assessment of the Scheme is based. These local LCAs were defined by consideration of the higher level assessments backed up by detailed on site investigation by experienced, professional landscape architects. They are of a suitable level of detail and geographical area for the consideration of the Scheme. There may be some variations in landscape within each LCA but, on the whole, these represent an appropriate level of detail and homogeneity for the assessment. Further subdivisions would not provide further benefit in the assessment of the Scheme.

14.24.13 The assessment of the sensitivity of areas has been carried out in accordance with the methodology set out in the LVIA which is itself based on the guidance in GLVIA3 [**CD1-15.01**]. The ratings of sensitivity reflect the value and susceptibility to change of the areas assessed. The LVIA does not consider that any of the areas are of 'very high' sensitivity even though the method does allow for such a sensitivity to be assigned should it be warranted.

14.24.14 The yellow tone on the ZTV plan shows parts of the Scheme that will be visible in Year 1 but which would be screened by mitigation in Year 15. The purple tone shows parts of the Scheme that would be visible in Year 1 and still be visible in Year 15. The reason that this is the case is that elements of the Scheme such as lighting columns, and the buses travelling along the Guided Busway, are quite high in relation to the mitigation planting which for the most part is relatively low. Much of the mitigation planting is native species hedgerow which is characteristic of the area and has been used to integrate the Scheme into the surrounding landscape. It was felt that swathes of tall woodland planting along the length of the Scheme would be uncharacteristic of the area and would have negative visual effects for receptors and users of the Guided Busway.

**BWB alternative**

14.24.15 The Applicant is aware of the interest in an alternative route that was highlighted by SCT and has been championed by BWB. See response the to 01 – Consideration of an Alternative in Table 6 above (**Section 14, pages 126-133**).

14.25 **OBJ 444 The Pembertons [CD2-OBJ-444]**

**Extent of acquisition land**

14.25.1 The Applicant understands the objector's concerns and in no way wishes to negatively impact current or future accessibility and/or development. On the contrary, the Scheme is conceived to improve the access to the CBC by sustainable modes of transport. The Applicant is aware of the complexity of the Pemberton land ownerships and the existence of several third-party rights and regards the provisions within the Order **[CD1-02]** as a means of securing the land rights to build the Scheme in the last resort. The Applicant will however continue to engage with the objector to explore where agreement is possible.

**Nature of rights taken – see above**

**Infrastructure**

14.25.2 Existing private means of access have been maintained from DMAW roundabout at this stage. The farm vehicle access requirement and associated detailing will be carried out during the detailed design stage. As for drainage, the drainage system has been designed, in accordance with advice from the Lead Local Flood Authority, the Environment Agency and other relevant stakeholders, to utilise SuDS and discharge in line with the drainage hierarchy as follows:

(a) preferentially discharge into the ground; or if this is not possible,

(b) discharge to a surface water body; or if this is not possible,

(c) discharge to a surface water sewer, highway drain, or another drainage system; or if this is not possible,

(d) as a last resort, discharge to a combined sewer.

14.25.3 During the next design phase, a detailed assessment will be carried out to ensure that the proposed drainage network has adequate capacity and does not impact any existing surface drainage within the red line boundary.

14.26 **OBJ 447 Cam Valley Forum [CD2-OBJ-447]**

**Impact on Hobson's Conduit and Nine Wells LNR [numbered paragraphs 1 and 2 of [CD2-OBJ-447]]**

14.26.1 The potential for impacts to occur to both Hobson's Conduit and Nine Wells LNR during construction are acknowledged and reported in the ES Main Report in Chapter 8 [**CD1-10.02, pages 110-123**] for impacts to water quality, and Chapter 10 [**CD1-10.02, pages 140-182**] for ecological impacts. Due to the high sensitivity of both of these valuable environmental receptors, a range of mitigation measures have been specified to minimise the risk of any impacts occurring during construction and to avoid significant effects from arising on either Hobson's Conduit or the Nine Wells LNR.

**Impact of excavating ecology and attenuation ponds near Hobson's Conduit [numbered paragraph 4 of [CD2-OBJ-447]]**

14.26.2 Ecology pond 3 is indicatively located in close proximity to Hobson's Conduit to provide additional habitat for water voles which are known to inhabit Hobson's Conduit. Similarly, attenuation pond 1 is indicatively located close to Hobson's Conduit which will receive discharged water from the proposed surface water drainage network. The location has been selected as the lowest point for the drainage catchment, so that surface water will flow due to gravity to the pond without the need for any pumping. It is noted that ground investigation has identified groundwater as being very shallow in this area. The underlying geology suggests that this is due to the impermeable Totternhoe Stone bedrock preventing deeper infiltration and is also the likely reason why some of the Hobson's Conduit flow comes from the southern bank of the watercourse. The presence of this impermeable bedrock is the reason for the existence of the springs in Nine Wells LNR as groundwater flowing down from the nearby Gog Magog Hills is forced to the surface due to its inability to infiltrate further. Construction of the two proposed ponds is not expected to have a significant effect on flows of Hobson's Conduit. The attenuation pond will be lined to prevent groundwater from filling the pond and existing groundwater flows are expected to pass around the new structure and continue to Hobson's Conduit. The ecology pond is not expected to be lined so water levels within the pond are likely to mirror those of Hobson's Conduit, without significantly altering the flow of the watercourse. The final design and location will be confirmed at the detailed design stage.

**Impact of shading on Hobson's Conduit [numbered paragraph 6 of [CD2-OBJ-447]]**

14.26.3 The ES Main Report [**CD1-10.02, page 171**] acknowledges that there will be an adverse impact from the construction of the bridge over Hobson's Conduit, resulting in shading and a corresponding reduction in the quality of habitats underneath the bridge. The size of the bridge will have a 15 m span and there will be a 2.4 m clearance between the bottom of the bridge deck and the existing ground levels either side of Hobson's Conduit. This is a much larger aperture than the existing adjacent railway bridge, and this will allow for more light to penetrate underneath the bridge. Nevertheless, it is acknowledged that there will be an adverse impact on habitat quality and habitat compensation is proposed and set out in the BNG report [**CD1-10.42, page 21**].

**Visual impact of the Hobson's Conduit Crossing [numbered paragraphs 5 and 7 of [CD2-OBJ-447]]**

14.26.4 Visual impacts of the Hobson's Conduit Crossing have been assessed in Chapter 11 of the ES Main Report [**CD1-10.02, pages 183-228**]. A representative viewpoint (VP6) [**CD1-10.02, page 183**] is located at Nine Wells LNR looking west towards the proposed new bridge. The view is acknowledged as being of high sensitivity and the landscape design has sought to minimise adverse effects as far as possible through

the use of tree and hedge planting to screen and soften any visual intrusion. Nevertheless, it is acknowledged there will still be a minor impact which would not result in a significant effect. The new bridge and planting will also partially screen views of the existing railway line including the visually prominent overhead electrification infrastructure and the railway bridge crossing Hobson's Conduit.

14.27 **OBJ 460 Federation of Cambridge Residents' Associations [CD2-OBJ-460]**

See the response to CPRE [**CD2-OBJ-382**] at Section 14.15.

14.28 **OBJ 461 Deal Land LLP [CD2-OBJ-461]**

**Intensification of traffic**

14.28.1 The intersection of the Guided Busway with Haverhill Road will be signal controlled, with Haverhill Road only receiving a red signal when buses or pedestrians and cyclists using the Guided Busway need to cross Haverhill Road. This will only be for approximately 10 seconds every 5 to 15 minutes. Similarly, the intersection of the route of the Guided Busway with Haverhill Road will be signal controlled during construction of the Scheme using temporary portable traffic signals. Vehicles travelling along Haverhill Road will only be subject to a red signal when construction vehicles need to cross Haverhill Road, which will only be for approximately 10 seconds on an infrequent basis. The impact of the temporary and permanent traffic signals at the intersection of the Scheme with Haverhill Road will therefore be insufficient to materially impact traffic on Haverhill Road, given that it is a local road carrying relatively small volumes of traffic. The volume of additional traffic generated by construction of the Scheme and anticipated to use Haverhill Road represents no more than a 1% increase in traffic flow, which is also insufficient to materially impact traffic conditions. Consequently, the Scheme will not constrain or materially increase pressure on the existing road network, in particular Haverhill Road, in the vicinity of the landowner's land during its construction or operation.

**Replacement Access**

14.28.2 The location of the replacement access was moved following consultation with the landowner, however it is noted that the new location still does not meet the landowner's agricultural requirements. Moving the location of the replacement access yet further north was discussed on site at a meeting on 20 February 2025. This may be possible subject to obtaining any necessary consents and agreement for the required temporary land rights to deliver the works. The Applicant is currently exploring this matter.

**Acquisition of verge restricting future development potential**

14.28.3 The Order **[CD1-02]** seeks the rights to acquire the footpath and verge to upgrade the existing path and provide a pedestrian access into the proposed bus stop facility. The Applicant notes the existence of the dropped kerb in the frontage and does not wish in any way to ransom the landowner's access and is exploring alternatives to permanent acquisition.

**Spoil management**

14.28.4 A Spoil Management Strategy has been developed and contains the details for spoil management [**CD1-10.06**].

14.28.5 Regarding the impact on the land where storage is proposed, the area will be stripped of the topsoil similar to what is described in Section 3.2 [**CD1-10.06**]. This topsoil will then be stored locally ready to be reinstated at the end of the works to its original profile and condition.

14.28.6 Materials being stored in the storage area will do so as covered in Section 3.7, Methods 1 and 2 [**CD1-10.06**].

**Sterilisation**

14.28.7 The objector's concerns are noted regarding the future implications for farming of plots 091 and 093. These concerns will be considered at detailed design but should the shape of these plots prove impractical to farm with modern machinery, the Applicant recognises that a claim for compensation for diminution in value may well follow and would fall to be assessed under the provisions of the Compensation Code.

14.29 **OBJ 465 Environment Agency [CD2-OBJ-465]**

14.29.1 The design, impact and mitigation for the Scheme has been tested up to the 0.1% annual exceedance probability (**AEP**) flood event, and this demonstrated the impact on the floodplain was negligible. Any uncertainty in flows at the design standard and lower flows, will not impact the study outcome. For this reason, a detailed review and potential update of the hydrology was required at this stage of the Scheme.

14.29.2 For schemes with long programmes, the development of the hydrology will be early on in that process and will feed into the hydraulic modelling, which will then inform the design process. Following this the overall environmental assessment and development of the application will inevitably mean there is a substantial offset in time relating to the development of the hydrology and hydraulics and delivery of the overall assessment of the Scheme. The hydrology for this Scheme has been calculated specifically for the subject site. A detailed review of the Cam urban hydrology - to determine confidence in the assessment or whether the purpose of that study may result in different hydrological outputs - has not been carried out. A high-level review identified that the areas for the Granta catchment vary slightly: 114 $km^2$ Cam Urban; 116 $km^2$ the Scheme; the peak 1% AEP flows are 14 $m^3/s$ Cam Urban and 12 $m^3/s$ the Scheme. The peak 0.1% AEP flows are 26 $m^3/s$ Cam Urban and 23 $m^3/s$ the Scheme. The design, impact and mitigation for the Scheme has been assessed for the flood events up to the 0.1% AEP flows. The assessment shows that at the 0.1% AEP flows, the Scheme has a very small impact on the floodplain with less than 50 $m^2$ loss of floodplain storage.

14.29.3 Given the impact of the Scheme at the 0.1% AEP flows is negligible, any uncertainty identified by the two hydrological studies at lower flows (including the design standard), would not lead to any alternate conclusion relating to the impact of the Scheme. Following a detailed review and potential update of the hydrological studies, the outcomes of the hydraulic assessment of the level of impact of the Scheme, will not change. For this reason, a detailed review and update of the hydrology was not required at this stage. In the flood modelling report there is a commitment to review and update the hydrology at the next stage of the Scheme.

14.29.4 Notwithstanding this, updated flood modelling files have been issued to the Environment Agency for their review, in order to address any outstanding concerns.

14.30 **OBJ 466 Cambridge University Hospitals NHS Foundation Trust [CD2-OBJ-466]**

**Land acquisition**

14.30.1 The Applicant welcomes the support of Cambridge University Hospitals NHS Foundation Trust and constructive engagement over several years and acknowledges the concerns regarding access around the CBC raised by the provisions within the Order. The Applicant does not intend to permanently prevent access to FCA or DMAW. The Scheme is conceived to improve access to the CBC by sustainable modes of transport and in any event the proposed works will not permanently prevent access to CBC by private car, commercial vehicles or the

emergency services. The Applicant will not rely on its powers to permanently deny access for any party wishing to pass to or from the highway of Addenbrooke's Road to FCA or DMAW. Discussions regarding access and movement are ongoing. Some minor disruption will occur whilst the works are carried out but the Applicant is looking to reduce such disruption to a reasonable minimum whilst allowing for the works to be carried out as swiftly as possible.

**Protection of blue light route**

14.30.2 The Applicant will not rely on its powers to permanently deny access for any party wishing to pass to or from the highway of Addenbrooke's Road to FCA or DMAW and has no intention to disrupt the essential “blue light” routes that emergency vehicles use to reach Addenbrooke's Hospital.

**Maintaining access for pedestrians and cyclists during construction**

14.30.3 Works to the CBC area (FCA) are being carried out in advance of the main Scheme works. Discussions are ongoing with the CBC team on the phasing of works and how this will allow continuous access for pedestrians and cyclists in this area and along the present cycleways. There will be a requirement for localised diversions during the phasing of the works, however the through route from any point to another will be maintained.

**Drainage**

14.30.4 Drainage from the Guided Busway will be transmitted along filter drains running down the slope and discharged into an attenuation pond via swale which will eventually discharge, via a hydrobrake to control discharge rates to the 1:1 year greenfield runoff, into Hobson's Brook. The proposed Drainage Strategy [**CD1-10.04**] has sufficient attenuation within the network hence is not expected to have any impact on existing drainage rights. As described above there is a network of SuDS features to act as a pollution control measure for surface water before it is discharged into Hobson's Brook. During the next stage of the design, a detailed pollution control assessment will be carried out to validate the proposed control measures.

**Additional concern: Impact of construction workers using cycle and parking spaces:**

14.30.5 Works relating to the Scheme will include the installation of 6 construction compounds along the length of the route. Each of the compounds will include provision for free construction staff parking and cycling storage facilities. It is not anticipated that construction staff will make use of facilities that are presently reserved for the public, staff will be made aware and actively discouraged from using public facilities.

**Additional concern – Impact on FCA:**

14.30.6 Works to the CBC area (FCA) are being carried out in advance of the main Scheme works. Discussions are ongoing with the CBC team on the phasing of works and how these works will be carried out to reduce the impact on other stakeholders in the CBC compound. Presently this includes carrying out traffic modelling and vehicle tracking on the proposed Traffic Management solutions.

**Additional concern – Maintaining access to CBC for pedestrians and cyclists:**

14.30.7 Works to the CBC area (FCA) are being carried out in advance of the main Scheme works. Discussions are ongoing with the CBC team on the phasing of works and how this will allow continuous access for pedestrians and cyclists in this area and along the present cycleways. There will be a requirement for localised diversions

during the phasing of the works, however the through route from any one point to another will be maintained.

**Additional concern – Design observations:**

14.30.8 Design is ongoing for the Scheme and has included buildability Early Contractor Involvement reviews as the design continues to mature.

## 15. REPRESENTATIONS

### 15.1 REP 01 Historic England [CD2-REP-01]

**Designated Heritage Asset 1006891: Site Revealed by Aerial Photography West of White Hill Farm**

15.1.1 Chapter 12 of the ES Main Report [**CD1-10.02, pages 229-251**], provides an assessment of the effects of the Scheme on the historic environment. The conclusion of no significant adverse effects on the Designated Heritage Asset 1006891: Site Revealed by Aerial Photography West of White Hill Farm, was based on archaeological evaluation of both the scheduled area (Hinman 1999) [**CD20-01**] and for the Scheme [**CD1-10.52**]. Both evaluations have so far failed to produce any evidence of any significant Romano-British activity being represented here, particularly for the presence of a villa. The evidence recovered to date instead points to the presence of an equally significant area of activity dating largely to the Iron Age and in particular the Middle Iron Age. There is also some evidence for previous Bronze Age and earlier prehistoric activity.

15.1.2 There is agreement with Historic England that activity associated with the scheduled area extends beyond the scheduled area and into the Scheme boundary within evaluated fields 1 and 2 [**CD1-10.52**]. This should be placed within the wider context of the whole area on the lower slopes of chalk hills overlooking the River Granta being very archaeologically rich with other comparable sites having been identified. All of these could be ascribed a medium to high value.

15.1.3 Extensive excavation will be required to record the archaeology within the Scheme footprint in this area (and elsewhere) and it is proposed that the Heritage Mitigation Strategy for the Scheme will define all areas that will be subject to forms of archaeological investigation and recording.

15.1.4 The Heritage Mitigation Strategy will be the overarching methodology to be produced during detailed design, outlining where further archaeological evaluation and subsequent mitigation will be required and will result in the following documents: the Heritage Management Plan, Archaeological Mitigation Strategy and WSI mentioned in Chapter 12 of the ES Main Report [**CD1-10.02, pages 229-251**]. The Heritage Mitigation Strategy will also outline methods for preserving in situ archaeological remains where possible, and appropriate, and the recording of hedgerow and field boundary cuts and other historic landscape features. The Heritage Mitigation Strategy will also outline the requirement for a Heritage Community Engagement and Social Value Strategy and be the parent document from which Site Specific Project Designs/WSIs will be developed.

15.1.5 The Heritage Mitigation Strategy will encompass the full suite of potential evaluative and mitigation techniques discussed by Historic England in their representation; particularly establishing a deposit model for the Granta Valley where the Scheme crosses it.

**Nine Wells Monument and Hobson's Conduit**

The Scheme will not affect the hydrological or hydrogeological flows to the natural springs at Nine Wells LNR or Hobson's Conduit. See response to Hobson's Conduit Trust [**CD2-OBJ-435**] at section 14.17 for further information.

**Comments on the ES Main Report**

15.1.6 The historic environment assessment set out in the ES Main Report [**CD1-10.02, pages 229-251**] assumes a worst case scenario, where there is the potential for all archaeological assets within the Scheme footprint to be lost or truncated resulting in significant adverse effects. Whilst the assessment focuses on damage to buried archaeology from construction activities, this would also include any impacts from landscape planting due to root damage, and the implementation of biodiversity mitigation including pond excavation and the creation of artificial badger setts. The piling design has not yet been undertaken and so the pile depths are not known. This would be undertaken at the detailed design stage and would be informed by a piling risk assessment. The historic environment assessment assumed that any underlying archaeology in piling locations would be lost or truncated as a result of the works [ibid].

15.1.7 Further archaeological evaluation would be agreed with the County Archaeologist through the Heritage Management Strategy, which would include any areas of peat and alluvium deposits, which could mask archaeological remains, as well as further evaluation of the known buried archaeological assets.

15.1.8 There are not anticipated to be any impacts to groundwater from the Scheme, see response to Hobson's Conduit Trust [**CD2-OBJ-435**] at section 14.17.

15.1.9 It is not anticipated that the Scheme will cause any contamination to ground resources including buried archaeological remains.

15.1.10 Additional documents requested by Historic England, including a deposit model of the River Granta crossings, and a detailed assessment of significance and setting for the archaeology around the scheduled crop mark site west of White Hill and the Hobsons Conduit, have been submitted to Historic England as further evidence to support the conclusions in the ES.

15.2 **REP 02 J Meed [CD2-REP-02]**

**Hedgerows**

15.2.1 Tree lined hedgerows are proposed along the length of the Guided Busway to act as visual screening of the hard infrastructure and to help integrate the Scheme into the surrounding environment. The Scheme will also result in a loss of existing tree lined hedgerows which must be replaced to achieve the required BNG value. It is agreed that the inclusion of trees within the hedgerow could reduce the suitability to support some birds, particularly grey partridge, due to the trees being used by predators, but the overall benefit of including the trees for landscape and visual as well as other biodiversity benefits outweighs this harm. The total number of trees and exact locations will be determined at the detailed design stage and in areas of concern, tree numbers could be reduced to a minimum number required to constitute tree lined hedgerows and provide the necessary landscape and visual mitigation.

**Rabbit fencing**

15.2.2 Rabbit proof fencing is proposed at some locations at the request of adjoining landowners. This will affect the ability for species such as brown hare to pass through the landscape, and rabbit proof fencing will be minimised where possible.

**Planting mix for the enhanced grass margin**

15.2.3 A specific seed mix designed for the benefit of wild birds is proposed to be used for the area of concern to Mr Meed to benefit grey partridge and other farmland birds.

## 15.3 REP 03 Haverhill Town Council and ONE Haverhill Partnership [CD2-REP-03]

15.3.1 Haverhill and Linton have been identified as key settlements in Greater Cambridge with significant growth and development driving additional transport demands (see Future Growth Note [**CD1-25.01, pages 30-34**]). The Scheme delivers public transport enhancements to improve public transport accessibility for communities and employment centres including CBC, Granta Business Park, Babraham and Babraham Research Campus and Haverhill. Services that use the Guided Busway will reach Haverhill and Linton along the A1307 after leaving the Guided Busway at the A11. Haverhill and Linton will be connected to the additional proposed Travel Hub via a rapid transit service using Scheme infrastructure up to the A11, with the Travel Hub, due to be delivered as part of the Scheme, connecting to the upgraded A11 footbridge, which is currently being delivered as part of CSET1 as part of an enabling package of works independently to the Scheme. In addition, the Scheme is linked to the Linton Greenway, which has been delivered as part of CSET1. This is a multi-user path for pedestrians, cyclists and horse riders from Cambridge to Linton, providing connection to Babraham, Addenbrooke's and the CBC.

15.3.2 The Scheme has been developed from the 'Strategy 1' scenario, developed in 2017 [**CD12-04**] and taken to public consultation in 2018. It consists of a new 8km busway via Sawston connecting a new P&R site near the A11 with an NMU path adjacent. Several measures for road safety and junction priority have also been completed along the A1307 east of the A11 to facilitate services to run efficiently to Linton and Haverhill which were identified as part of early optioneering and have been facilitated through the CSET1 project which is not subject to the Order. The extension of a busway through to Haverhill was identified under the A1307 Haverhill to Cambridge Corridor Draft Concepts Report [**CD12-13**] but the decision was made for the route not to be taken further than the A11 as an off-road route.

15.3.3 The need to future proof through extending the public transport route towards Haverhill is noted in the 2019 public consultation [**CD1-05.08, page 48**]. This opportunity has been acknowledged, and the Applicant will look to enhance the connection between these two locations as is appropriate separately and subsequent to the delivery of the Scheme under the Order.

## 15.4 REP 04 Greater Cambridge Shared Planning (GCSP) [CD2-REP-04]

15.4.1 Engagement with the GCSP Service has been ongoing throughout the evolution of the project and discussions are continuing. GCSP have identified several matters which have not yet been resolved to their satisfaction. The Applicant considers that a number of these concerns can be addressed through the provision of further information or appropriate mitigation measures which can be secured through conditions in any planning permission deemed to be granted.

15.4.2 The matters raised include:

(a) Analysis of the Scheme's alignment with the Cambridge South Station, EWR and Sawston Greenway schemes.

(b) Updated ecology surveys and resulting assessment and identification of mitigation measures.

(c) Further consideration of the construction impact on Hobson's Brook and Nine Wells LNR, and consideration of alternative proposals and/or mitigation measures.

(d) Further assessment of the operational impact on Hobson's Brook, and consideration of alternative proposals and/or mitigation measures.

(e) Further scrutiny of BNG calculations and confirmation of how long-term management and maintenance arrangements will be secured.

(f) Further consideration and assessment of construction and operational lighting.

(g) Further clarification on LVIA.

(h) Clarification of impact on trees.

(i) Further discussion on detailed design and design principles.

(j) Further discussion to agree planning conditions.

15.4.3 A number of these matters are close to being resolved, and in all other respects discussions are ongoing. It has been agreed that these will be documented in a Statement of Common Ground with GCSP.

15.5 **REP 05 Natural England [CD2-REP-05]**

15.5.1 Engagement with Natural England prior to the submission of the Application resulted in changes to the landscape design around the River Granta (Babraham) Crossing to improve the proposed habitats for bat commuting. The final landscape design is set out in the LEMP [**CD1-10.05**] and includes additional tree planting to provide continuity of the bat commuting corridor along the River Granta, as requested by Natural England. Additionally, specific detailed design measures requested by Natural England for the parapets of the River Granta (Babraham) Crossing to minimise potential collisions with bats commuting along the River Granta and buses using the proposed Guided Busway have been specified.

15.6 **REP 06 P R Sills - Burtonwood Farm [CD2-REP-06]**

15.6.1 Replacement access – the current proposal reflected in the Application is for a new access from Sawston Road, the design of which will accommodate modern agricultural machinery requirements.

15.6.2 Material storage – requirements will be kept to a minimum and will be reviewed as part of the detailed design process.

15.6.3 Access during construction – access will be maintained during construction and whilst there may be some disruption, the contractor will work to keep this to a reasonable minimum.

15.6.4 Soil management – an appropriate soil management plan will be prepared prior to construction and will address relevant matters such as prevention of compaction, appropriate storage and separation, drainage and weed control.

15.7 **REP 07 West Suffolk Council [CD2-REP-07]**

15.7.1 For the response on design and futureproofing through coverage of Haverhill and Linton, see REP 03 Haverhill Town Council and ONE Haverhill Partnership [**CD2-REP-03**] at section 2.3.

15.8 **REP 08 East West Rail (EWR) [CD2-REP-08]**

15.8.1 EWR will provide further opportunity to strengthen the public transport network in the South of Cambridge and the Scheme will link passengers with the Guided Busway at Cambridge South on FCA, allowing smooth interchange between bus services and rail.

15.8.2 The Scheme has some interface with EWR, however this is not expected to be material, and has been noted by both the Applicant and EWR. The Applicant continues to engage with EWR and hopes to reach an agreement on the mechanism/interface between the two schemes within the EWR safeguarding area.

15.9 **REP 09 Wellcome Genome Campus Limited [CD2-REP-09]**

15.9.1 For the response on design and futureproofing though coverage of Haverhill and Linton, see REP 03 Haverhill Town Council and ONE Haverhill Partnership [**CD2-REP-03**] at section 15.3.

15.9.2 The Scheme focuses on improving connectivity to employment sites, Cambridge city centre and the CBC from south east Cambridge, and improving connectivity for settlements such as Sawston, Stapleford and Great Shelford and beyond into West Suffolk.

15.9.3 The opportunity to connect the Guided Busway and the Genome Campus would have the potential to further provide future growth potential across the South of Cambridge however this will need to be reviewed separately and subsequent to the delivery of the Scheme under the Order.

15.10 **REP 10 GTC Infrastructure Limited [CD2-REP-10]**

15.10.1 GTC Infrastructure Limited (**GTC**) submitted a representation to the Application on 7 March 2025 [**CD2-REP-10**]. As noted within the representation, GTC state that they have no objections in principle to the Scheme.

15.10.2 GTC note that multiple assets would be affected by the Scheme, GTC add that the currently drafted protective provisions which can be found in the Order within Schedule 12 Part 1 [**CD1-02, pages 66-71**], do not adequately protect their interests. The Applicant will continue to liaise with GTC and is confident that it can reach agreement on protective provisions for GTC prior to the closure of the Inquiry.

15.11 **REP 11 National Highways [CD2-REP-11]**

15.11.1 National Highways submitted a representation to the Application on 7 March 2025 [**CD2-REP-11**]. As noted within the representation, National Highways state that they have no objections in principle to the Scheme.

15.11.2 National Highways confirm within 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.

15.12 **REP 12 Anglian Water [CD2-REP-12]**

15.12.1 Anglian Water submitted a representation to the Application on 7 March 2025 [**CD2-REP-12**]. As noted within the representation, GCP, the Applicant and Anglian Water have agreed a bespoke set of protective provisions that appear on the face of the Order at Part 5 of Schedule 12 [CD1-02, pages 82-87].

15.12.2 Anglian Water assert that even though protective provisions have been agreed, there has been insufficient engagement by the Applicant and GCP with them in relation to possible utility diversions that have been identified. The Applicant and GCP will continue to liaise with Anglian Water in relation to any asset or utility diversions that may be necessary.

15.12.3 Anglian Water have requested that the Applicant consult with them in respect of the Drainage Strategy that is to be submitted to the LPA as a requirement of Condition 12 of the Request for Deemed Planning Permission [CD1-14, page 9]. The Applicant and GCP note this request.

15.12.4 The Applicant is confident that agreement can be reached with Anglian Water prior to the closure of the Inquiry.

## 16. STATEMENTS OF SUPPORT

16.1 A number of statements in support of the Scheme have been received as set out below. The statements indicate support for the Scheme and cite a number of reasons including personal statements of support from local residents or those living nearby who are in favour of the Scheme, requesting it be taken forward. Statements of support indicate that the Scheme will create positive benefits and support the need for new infrastructure and services to the area, relieving traffic and car use.

| ID | Name |
|---|---|
| SUP 1<br>[**CD2-SUP-01**] | J Nitschke<br>SUP 01 |
| SUP 2<br>[**CD2-SUP-02**] | P Sanwell<br>SUP 02 |
| SUP 3<br>[**CD2-SUP-03**] | B Clawson<br>SUP 03 |
| SUP 4<br>[**CD2-SUP-04**] | M Taggart<br>SUP 04 |
| SUP 5<br>[**CD2-SUP-05**] | I Williamson<br>SUP 05 |
| SUP 6<br>[**CD2-SUP-06**] | A Ljubijankic<br>SUP 06 |
| SUP 7<br>[**CD2-SUP-07**] | N Plum<br>SUP 07 |
| SUP 8<br>[**CD2-SUP-08**] | E Marshall<br>SUP 08 |
| SUP 9<br>[**CD2-SUP-09**] | Canmoor<br>SUP 09 |

## 17. RECEIPT OF STATEMENTS OF CASE

17.1 Statements of Case issued by Third Parties have been acknowledged. Documents received before Friday 5 September 2025 have been reviewed and responded to below. The Applicant notes the receipt of Statements of Case from the following Parties:

17.2 **Mr John Meed**

17.2.1 Mr Meed's Statement of Case raises several points regarding suggested changes to the plans that would help provide environmental mitigation of the project's impact regarding construction impacts, hedgerow, rabbit fence and planting mix on the grass margin. These points raised have been discussed under Section 15.2 REP02 and in Section 11.

17.3 **Mr Ben Kingsley**

17.3.1 Mr Kingsley's Statement of Case raises points regarding the need for the Scheme and the alternative. The points raised have been discussed under section 5 of this SoC regarding the need to deliver the Scheme; and Section 7, which covers the development of the Scheme that underpins the route selection and the benefit the route will have to the villages along the route.

17.4 **Mr Paul Cutmore, Ramblers' Association**

17.4.1 Mr Cutmore's Statement of Case raises several points regarding access to Nine Wells, the pedestrian crossing at the A11, closure of PROWs and the link between Babraham bridleway 12 and Gog Magog. These points have been discussed under Section 15.6.1.

17.5 **Dr Eleanor Turnbull-Jones**

17.5.1 Dr Turnbull-Jones's Statement of Case raises points including:

(a) *A detailed review of National, Regional and Local policy*. This has been discussed within the Strategic Dimension which clearly identifies the context of the Scheme and its links to several policy outcomes.

(b) The social & environmental objectives in the local development plan, the 2018 South Cambridgeshire Local Plan (SCLP) and the NPPF. This is addressed in Section 5. In summary, the Scheme helps to address social inequalities where poor provision of transport is a contributing factor, provides access to public transport and supports housing and employment uses.

(c) *Modelling for the Scheme.* This was updated to a 2019 base in 2022; sensitivity testing was undertaken to consider impacts of COVID on travel behaviour. This is reflected in the Transport Assessment [**CD1-18**] and the OBC Addendum [CD1-26]. The model has reflected bus service timetables available at the time of modelling.

(d) Alternatives assessed. The suggested alternative has recently been re-assessed, and it is has shown that the A1307 option is not a viable or better value for money alternative to the Scheme. A summary of this up-to-date assessment can be found within Section 7 of this SoC and in the On-Road Technical Note [**CD12-12**].

(e) *Rail Studies for enhancing existing services have not taken place*. Since the area is not covered by relevant rail corridors between Cambridge and Haverhill a study of existing rail options does not provide a solution for this. Consideration of a rail option was discounted in the early stage of the project due to its disproportionately high-cost and low benefits.

17.6 **Cambridge University Hospitals Trust (CUHT)**

17.6.1 For a response to CUHT see the response to [**CD2-OBJ-466**].

17.7 **RailFuture East Anglia**

17.7.1 The points raised within RailFuture East Anglia's SoC have previously been discussed under Section 14.11 of this Statement of Case. The status of reinstating a railway line is not a priority for the Applicant and it has been deemed too expensive to deliver with a low benefit to cost ratio. The busway provides a cost-effective and flexible option that will provide a suitable method of transport for individuals to travel between Haverhill and Cambridge City and Cambridge Biomedical Campus.

17.8 **Fen Line Users Association (FLUA)**

17.8.1 The Fen Line Users Association raise points around the A1307 corridor and re-opening the railway, the alternative option, the alignment using the former railway alignment and the Northern Terminus. These points have been discussed under Section 14.11 (in response to RailFuture East Anglia). The SoC notes the "northern terminus" at CBC, while this is only the terminus for the busway (as bus services will continue onto Cambridge City Centre), wide bus-bays will be delivered as part of the scheme on FCA to accommodate the services using the CSET busway.

17.9 **One Haverhill Partnership & Haverhill Town Council**

17.9.1 The One Haverhill Partnership and Haverhill Town Council raise points around additional extension to Haverhill and a proposed amendment. The option to deliver a busway from Cambridge to Haverhill was discounted at early optioneering stages, however services will still provide a connection to Cambridge, albeit on-road. At this stage, the Applicant is unable to amend the Scheme, however it will continue to monitor the demand and appetite for the extension of Bus Rapid Transit corridors towards Haverhill, and therefore the option of building the extension proposed may be able to be reviewed at a later stage.

17.10 **West Suffolk Council**

17.10.1 West Suffolk Council raise points similar to that of One Haverhill Partnership, therefore these have been discussed under Section 15.3 and 15.7 and in the response above.

17.11 **AstraZeneca**

17.11.1 AstraZeneca raise points regarding the ownership boundary, the interests identified in the Book of Reference, the rights on Francis Crick Avenue, Drainage and Permitted Development rights. The points raised are acknowledged by the Applicant and have been discussed under section 14.15.

17.12 **The University of Cambridge**

17.12.1 The University of Cambridge submitted a statement that they wish their objection to be observed as their Statement of Case for the inquiry. This is acknowledged by the Applicant, response to their objection has been covered under section 14.23. The University of Cambridge's objection [**CD2-OBJ-439]** is discussed in Section 14.23.

## 18. CONCLUSION

18.1.1 For these reasons, as the Applicant will explain through its evidence, the Applicant seeks an Order under the TWA [**CD4-08**] and a direction granting planning permission under the TCPA 1990 [**CD4-05**] to enable the Scheme to be delivered for the benefit of Greater Cambridge.

**APPENDIX 1**

**Core documents list**

**The Cambridge South East Transport Order**

**Schedule of Inquiry Core Documents**

| Core Document Reference | Application Document | Date of Document |
|---|---|---|
| **CD1 - 01-09 Application Documents** | | |
| CD1-01 | Application Letter | 9 January 2025 |
| CD1-02 | Cambridge South East Transport Scheme Order | 9 January 2025 |
| CD1-03 | Explanatory Memorandum | 9 January 2025 |
| CD1-04 | Statement of Aims | 9 January 2025 |
| CD1-05.01 | Consultation Report | 9 January 2025 |
| CD1-05.02 | Consultation Report Appendix A - Statement of Community Involvement<br>Appendix A – 2016 Consultation Report<br>Appendix B – 2016 Consultation Leaflet<br>Appendix C – 2018 Consultation Report<br>Appendix D – 2018 Consultation Leaflet<br>Appendix E – 2019 Consultation Report | 9 January 2025 |

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| | Appendix F – 2019 Consultation Leaflet<br><br>Appendix G – 2020 Consultation Summary Report<br><br>Appendix H – 2020 Consultation Information Pack | |
| CD1-05.03 | Consultation Report Appendix B - Schedule 5 and 6 Consultees | 9 January 2025 |
| CD1-05.04 | Consultation Report Appendix C - 2016 Consultation Report | 9 January 2025 |
| CD1-05.05 | Consultation Report Appendix D - 2016 Consultation Materials | 9 January 2025 |
| CD1-05.06 | Consultation Report Appendix E - 2018 Consultation Report | 9 January 2025 |
| CD1-05.07 | Consultation Report Appendix F - 2018 Consultation Materials | 9 January 2025 |
| CD1-05.08 | Consultation Report Appendix G - 2019 Consultation Report | 9 January 2025 |
| CD1-05.09 | Consultation Report Appendix H - 2019 Consultation Materials | 9 January 2025 |
| CD1-05.10 | Consultation Report Appendix I - 2020 Consultation Report | 9 January 2025 |
| CD1-05.11 | Consultation Report Appendix J - 2020 Consultation Materials | 9 January 2025 |
| CD1-05.12 | Consultation Report Appendix K - 2021 Supplementary Engagement Responses | 9 January 2025 |
| CD1-05.13 | Consultation Report Appendix L - 2022 Consultation Report | 9 January 2025 |
| CD1-05.14 | Consultation Report Appendix M - 2022 Consultation Materials | 9 January 2025 |
| CD1-05.15 | Consultation Report Appendix N - Outline Business Case Strategic Case (**OBC**) | 9 January 2025 |
| CD1-05.16 | Consultation Report Appendix O - Shelford Railway Alternative Design Development and Feasibility Assessment | 9 January 2025 |

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| CD1-05.17 | Consultation Report Appendix P - Continued Landowner and Stakeholder Engagement Log 2023 to 2024 | 9 January 2025 |
| CD1-05.18 | Consultation Report Appendix Q – Draft Order Consultees | 9 January 2025 |
| CD1-06 | Declaration of Status of Applicant | 9 January 2025 |
| CD1-07 | List of consents, permissions or licences | 9 January 2025 |
| CD1-08 | Funding Statement | 9 January 2025 |
| CD1-09 | Estimate of Costs | 19 December 2024 |
| **CD1 - 10 Environmental Statement and Appendices** | | |
| CD1-10.01 | Environmental Statement Volume 1 Non-Technical Summary | 9 January 2025 |
| CD1-10.02 | Environmental Statement Volume 2 Main Report (**ES Main Report**) | 9 January 2025 |
| CD1-10.03 | Appendix 1.1 Competent Expert Evidence | 9 January 2025 |
| CD1-10.04 | Appendix 2.1 Drainage Strategy<br><br>Appendix A – Proposed Drainage Drawings | 9 January 2025 |
| CD1-10.05 | Appendix 2.2 Landscape and Ecological Management Plan (**LEMP**)<br><br>Annex A- Landscape and Ecological Masterplan | 9 January 2025 |
| CD1-10.06 | Appendix 2.3 Draft Spoils Management Strategy<br><br>Appendix A: Earthworks<br><br>Appendix B: Spoils storage areas and Project Red Line Boundary | 9 January 2025 |

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| CD1-10.07 | Appendix 2.4 Code of Construction Practice (**CoCP**)<br><br>Appendix A – Phasing Diagram<br><br>Appendix B – High Level Draft Programme<br><br>Appendix C – Volume Take Off<br><br>Appendix D – Average Resource Numbers (Daily)<br><br>Appendix E – Typical Materials List | 9 January 2025 |
| CD1-10.08 | Appendix 2.5 Construction Environment Management Plan | 9 January 2025 |
| CD1-10.09 | Appendix 2.6 Construction Lighting Plan | 9 January 2025 |
| CD1-10.10 | Appendix 2.7 Register of Environmental Actions and Commitments | 9 January 2025 |
| CD1-10.11 | Appendix 5.1 ES Scoping Report | 9 January 2025 |
| CD1-10.12 | Appendix 5.2 Scoping Opinion<br><br>Annex A – Advice related to EIA Scoping Requirements | 9 January 2025 |
| CD1-10.13 | Appendix 6.1 Further Details on Method | 9 January 2025 |
| CD1-10.14 | Appendix 6.2 Air Quality Model Verification | 9 January 2025 |
| CD1-10.15 | Appendix 6.3 Air Quality Model Results | 9 January 2025 |
| CD1-10.16 | Appendix 6.4 Air Quality – Traffic Data Analysis | 9 January 2025 |
| CD1-10.17 | Appendix 7.1 Long Term Noise Monitoring Data | 9 January 2025 |
| CD1-10.18 | Appendix 7.2 Construction Noise Assessment | 9 January 2025 |

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| CD1-10.19 | Appendix 7.3 Construction Vibration Assessment | 9 January 2025 |
| CD1-10.20 | Appendix 7.4 Operational Noise Magnitude of Impact | 9 January 2025 |
| CD1-10.21 | Appendix 7.5 Modelled Operational Noise Maps | 9 January 2025 |
| CD1-10.22 | Appendix 7.6 Noise – Traffic Data Analysis | 9 January 2025 |
| CD1-10.23 | Appendix 8.1 Flood Risk Assessment | 9 January 2025 |
| CD1-10.24 | Appendix 8.2 Flood Modelling Report<br>Annex 1 – Model Updates (2021)<br>Annex 2- Hydrology Calculation Record<br>Annex 3 – Structures<br>Annex 4 – Model Handover Log | 9 January 2025 |
| CD1-10.25 | Appendix 8.3 Water Framework Directive Assessment | 9 January 2025 |
| CD1-10.26 | Appendix 9.1 Ground Investigation Report<br>Appendix A – Drawings<br>Appendix B – Ground Models<br>Appendix C – Geotechnical Plots<br>Appendix D – Tetra Tech Factual Report<br>Appendix E – Atkins Contaminated Lan Risk Assessment Report | 9 January 2025 |
| CD1-10.27 | Appendix 9.2 Tetra Tech Report | 9 January 2025 |

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| | Appendix A – Drawings<br>Appendix B – Report Conditions<br>Appendix C1 – Borehole Logs<br>Appendix C2 – Trial Pit Logs<br>Appendix C3 – Inspection Pit Logs<br>Appendix D – CPT Logs and Report<br>Appendix E – Plate Load Testing Logs<br>Appendix F – Soil Infiltration Testing Logs<br>Appendix G – DCP Logs<br>Appendix H – Sampling and Monitoring Records<br>Appendix I – Water Quality Data<br>Appendix J – Geotechnical Laboratory Certificate<br>Appendix K1 - Geoenvironmental Laboratory Certificates – Soil<br>Appendix K2 - Geoenvironmental Laboratory Certificates – Water<br>Appendix L – SPT Calibration Certificate<br>Appendix M – Photographic Records<br>Appendix N – UXO Risk Assessment | |
| CD1-10.28 | Appendix 9.3 Agricultural Land Classification Report<br>Appendix A – ALC Maps showing Land Grades and augar bore locations | 9 January 2025 |

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| | Appendix B – Soil augar bore log<br><br>Appendix C – Augar bore coordinates | |
| CD1-10.29 | Appendix 9.4 Contaminated Land Risk Assessment | 9 January 2025 |
| CD1-10.30 | Appendix 9.5 Envirocheck Report | 9 January 2025 |
| CD1-10.31 | Appendix 10.1 Habitats Surveys | 9 January 2025 |
| CD1-10.32 | Appendix 10.2 Bat Surveys | 9 January 2025 |
| CD1-10.33 | Appendix 10.3 Bird Surveys<br><br>Appendix A – Survey Area Overview Map<br><br>Appendix B – Breeding Bird Survey Transect Locations and Survey Results (Three Surveys April to June 2020) | 9 January 2025 |
| CD1-10.34 | Appendix 10.4 Badger Surveys<br><br>Appendix A – Bait Marking Survey Results<br><br>Appendix B – Badger Territory Plans<br><br>Appendix C – Badger Activity Plans<br><br>Appendix D – Photographic Record | 9 January 2025 |
| CD1-10.35 | Appendix 10.5 Otter and Watervole Surveys<br><br>Appendix A – Report Conditions<br><br>Appendix B – Target Notes and Photographs from Otter Survey | 9 January 2025 |
| CD1-10.36 | Appendix 10.6 Hedgehog Surveys | 9 January 2025 |

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| CD1-10.37 | Appendix 10.7 Reptile Surveys<br><br>Appendix A – Full Survey Results and Weather Conditions<br><br>Appendix B – Site photographs | 9 January 2025 |
| CD1-10.38 | Appendix 10.8 Invertebrate Surveys<br><br>Appendix 1 - Sample Locations<br><br>Appendix 2 – Invertebrate Species List<br><br>Appendix 3 – ISIS Analysis | 9 January 2025 |
| CD1-10.39 | Appendix 10.9 White Clawed Crayfish<br><br>Appendix A – Sample Locations Map | 9 January 2025 |
| CD1-10.40 | Appendix 10.10 GNC Surveys | 9 January 2025 |
| CD1-10.41 | Appendix 10.11 Habitat Regulations Assessment | 9 January 2025 |
| CD1-10.42 | Appendix 10.12 Biodiversity Net Gain<br><br>Annex A – Site Baseline Habitat Maps<br><br>Annex B – Site Habitat Creation<br><br>Annex C – Sub-Reach River condition indicator scores from Morph surveys of the River Granta<br><br>Annex D – Results of desktop exercise to estimate worst case impacts of the proposed development on the River Granta<br><br>Annex E – Results of desktop exercise to estimate worst case impacts of the proposed development on the Hobson's Brook | 9 January 2025 |

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| CD1-10.43 | Appendix 10.13 Scenario Modelling for Rivers Biodiversity Net Gain | 9 January 2025 |
| CD1-10.44 | Appendix 11.1 Viewpoint Photo Sheets | 9 January 2025 |
| CD1-10.45 | Appendix 11.2 Photomontages | 9 January 2025 |
| CD1-10.46 | Appendix 11.3 Lighting Impact Assessment<br>Annex A – Lighting receptors and Environmental Zone Plan<br>Annex B – ILP Guidance Notes for the reduction of obtrusive light (GN01:2021)<br>Annex C – Light meter calibration certificate<br>Annex D – Baseline survey photography<br>Annex E – Horizontal light spill calculations<br>Annex F – Lighting calculations | 9 January 2025 |
| CD1-10.47 | Appendix 11.4 Arboricultural Impact Assessment | 9 January 2025 |
| CD1-10.48 | Appendix 12.1 Archaeological Aerial Investigation and Mapping | 9 January 2025 |
| CD1-10.49 | Appendix 12.2 Desk Based Assessment | 9 January 2025 |
| CD1-10.50 | Appendix 12.3 Geophysical Survey Report No.1 Route Alignment | 9 January 2025 |
| CD1-10.51 | Appendix 12.4 Geophysical Survey Report No.2 Travel Hub | 9 January 2025 |
| CD1-10.52 | Appendix 12.5 Archaeological Evaluation Report<br>Appendix A – Trench overburden descriptions and context inventory<br>Appendix B – Finds reports | 9 January 2025 |

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| | Appendix C – Environmental reports<br><br>Appendix D – Bibliography | |
| CD1-10.53 | Appendix 13.1 Lower Super Output Areas | 9 January 2025 |
| CD1-10.54 | Appendix 13.2 Ward Level Health Profiles | 9 January 2025 |
| CD1-10.55 | Appendix 14.1 Traffic and Transport Data | 9 January 2025 |
| CD1-10.56 | Appendix 15.1 Climate Vulnerability Detailed Baseline | 9 January 2025 |
| CD1-10.57 | Appendix 16.1 Carbon Management Plan | 9 January 2025 |
| CD1-10.58 | Appendix 18.1 Cumulative Effects Project Long List | 9 January 2025 |
| CD1-10.59 | Cambridge South East Transport Deposit Model | 10 September 2025 |
| CD1-10.60 | Addendum to heritage Desk-Based Assessment (DBA) | 11 September 2025 |
| **CD1 – 11 Deposited Order Plans** | | |
| CD1-11.01 | Works and Land Plan including Longitudinal Sections | 9 January 2025 |
| CD1-11.02 | Cross Sections for Proposed Works | 9 January 2025 |
| CD1-11.03 | Engineering Drawings of Permanent and Temporary Structures | 9 January 2025 |
| CD1-11.04 | Rights of Way and Traffic Regulation Plans - Volume 1 | 9 January 2025 |
| CD1-11.05 | Rights of Way and Traffic Regulation Plans - Volume 2 | 9 January 2025 |
| CD1-11.06 | Rights of Way and Traffic Regulation Plans - Volume 3 | 9 January 2025 |

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| **CD1 – 12 Deemed Planning Drawings** | | |
| CD1-12.01 | Scheme Location Plan | 9 January 2025 |
| CD1-12.02 | Existing Site Plans | 9 January 2025 |
| CD1-12.03 | Existing Site Sections | 9 January 2025 |
| CD1-12.04 | Proposed Site Plans – Volume 1 | 9 January 2025 |
| CD1-12.05 | Proposed Site Plans – Volume 2 | 9 January 2025 |
| CD1-12.06 | Proposed Site Plans – Volume 3 | 9 January 2025 |
| CD1-12.07 | Proposed Site Sections | 9 January 2025 |
| CD1-12.08 | Structures | 9 January 2025 |
| CD1-12.09 | Construction Compounds | 9 January 2025 |
| **CD1 - 13 Book of Reference** | | |
| CD1-13 | Book of Reference | 9 January 2025 |
| **CD1- 14 Deemed Planning Permission** | | |
| CD1-14 | Request for Deemed Planning Permission<br><br>Schedule 1: Proposed planning conditions attached to deemed planning permission | 9 January 2025 |
| **CD1 - 15 Planning Statement** | | |

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| CD1-15.01 | Planning Statement | 9 January 2025 |
| CD1-15.02 | Outline Business Case Appendix A Options Appraisal Report (**OAR**) | 9 January 2025 |
| CD1-15.03 | Appendix B Consideration of Green Belt Issues Report | 9 January 2025 |
| CD1-15.04 | Appendix C Consideration of Green Belt Issues | 9 January 2025 |
| **CD1 - 16 Equality Impact Assessment and Equality Impact Assessment Technical Note** | | |
| CD1-16.01 | Equality Impact Assessment (**EqIA**) | September 2021 |
| CD1-16.02 | Equality Impact Assessment Technical Note | 9 January 2025 |
| **CD1 – 17 Design and Access Statement** | | |
| CD1-17 | Design and Access Statement | November 2024 |
| **CD1 – 18 Transport Assessment** | | |
| CD1-18.01 | Transport Assessment | 9 January 2025 |
| CD1-18.02 | Transport Assessment Appendix A<br><br>A.1. Scoping Note<br><br>A.2. Cambridgeshire County Council Scoping Note Response | 9 January 2025 |
| CD1-18.03 | Transport Assessment Appendix B<br><br>B.1. CSET Phase 2 Scheme Overview | 9 January 2025 |
| CD1-18.04 | Transport Assessment Appendix C | 9 January 2025 |

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| | C.1. CSET Public Rights of Way (PRoW) Map | |
| CD1-18.05 | Transport Assessment Appendix D<br><br>D.1. Sawston Greenway | 9 January 2025 |
| CD1-18.06 | Transport Assessment Appendix E<br><br>E.1. Travel Hub | 9 January 2025 |
| CD1-18.07 | Transport Assessment Appendix F<br><br>F.1. Sawston Stop and Babraham Road Crossing | 9 January 2025 |
| CD1-18.08 | Transport Assessment Appendix G<br><br>G.1. Stapleford Stop and Haverhill Road Crossing | 9 January 2025 |
| CD1-18.09 | Transport Assessment Appendix H<br><br>H.1. Great Shelford Stop and Hinton Way Crossing | 9 January 2025 |
| CD1-18.10 | Transport Assessment Appendix I<br><br>I.1. Francis Crick Avenue | 9 January 2025 |
| CD1-18.11 | Transport Assessment Appendix J<br><br>J.1. CSET 2029 Interim Model Technical Note | 9 January 2025 |
| CD1-18.12 | Transport Assessment Appendix K<br><br>K.1. ATR Interactions with DNA Cycle Path | 9 January 2025 |
| CD1-18.13 | Transport Assessment Appendix L | 9 January 2025 |

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| | L.1. CSRM2 Technical Assurance Technical Note | |
| CD1-18.14 | Transport Assessment Appendix M<br><br>M.1. CSRM2 F-Series Alternative LU scenarios Technical Note | 9 January 2025 |
| CD1-18.15 | Transport Assessment Appendix N<br><br>N.1. A11_A1307 Roundabout – ARCADY Junction Modelling Results | 9 January 2025 |
| CD1-18.16 | Transport Assessment Appendix O<br><br>O.1. A11 Travel Hub Access Roundabout - ARCADY Junction Modelling Results | 9 January 2025 |
| CD1-18.17 | Transport Assessment Appendix P<br><br>P.1. FCA_CGB Junction - Linsig Junction Modelling Results | 9 January 2025 |
| CD1-18.18 | Transport Assessment Appendix Q<br><br>Q.1. FCA DMAW Addenbrooke's Road Junction - Linsig Junction Modelling Results (Base and Do-Minimum)<br><br>Q.2. FCA/DMAW/Addenbrooke's Road Junction - Linsig Junction Modelling Results (Do-Something) | 9 January 2025 |
| CD1-18.19 | Transport Assessment Appendix R<br><br>R.1. High Growth Addendum | 9 January 2025 |
| CD1-18.20 | Transport Assessment Appendix S<br><br>S.1. Walking, Cycling and Horse-Riding Assessment Report (WCHAR) | 9 January 2025 |
| **CD1 – 19-25 Outline Business Case and Outline Business Case Addendum** | | |

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|---|---|---|
| CD1-19 | Outline Business Case (**OBC**) | 15 May 2020 |
| CD1-19.01 | Outline Business Case Appendix I: Social Impact Appraisal | 15 May 2020 |
| CD1-20 | Strategic Dimension Refresh | 9 January 2025 |
| CD1-21 | Economic Dimension Addendum<br><br>Appendix A: Key Elements of the Economic Dimension | 9 January 2025 |
| CD1-22 | Financial Dimension Addendum | 9 January 2025 |
| CD1-23 | Commercial Dimension Addendum<br><br>Appendix A: Key Commercial Dimension elements | 9 January 2025 |
| CD1-24 | Management Dimension Addendum<br><br>Appendix A: Key Management Dimension elements | 9 January 2025 |
| CD1-25.01 | Appendix 1.0 Future Growth in Greater Cambridge Technical Note | 9 January 2025 |
| CD1-25.02 | Appendix 1.1 Greater Cambridge Local Plan – Strategy Topic Paper Update January 2023 | January 2023 |
| CD1-25.03 | Appendix 1.2 Cambridge Biomedical Campus Vision 2050 | July 2024 |
| CD1-25.04 | Appendix 1.3 Cambridge Ahead Housing Dashboard January 2023 | January 2023 |
| CD1-25.05 | Appendix 1.4.1 Committed Developments in adjacent authorities April 2024 | 9 January 2025 |
| CD1-25.06 | Appendix 1.4.2 Allocated Site/Emerging Allocation within Adjacent Authorities | 9 January 2025 |
| CD1-25.07 | Appendix 1.5 Review of On Road/Off-Road Options Technical Note | 9 January 2025 |

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| CD1-25.08 | Appendix 2.0 Economic Appraisal Technical Note | 9 January 2025 |
| CD1-25.09 | Appendix 3.0 Scheme Cost Review | 9 January 2025 |
| CD1-25.10 | Appendix 4.0 Risk Register | 9 January 2025 |
| CD1-25.11 | Appendix 4.1 On Road Options Alignment | 9 January 2025 |
| CD1-25.12 | Appendix 5.0 Pink Route Variant Alignment Technical Note | 9 January 2025 |
| **CD1 - 26 Notices and compliance** | | |
| CD1-26.01 | CSET Notice of application for TWAO – Cambridge News 9 January 2025 | 9 January 2025 |
| CD1-26.02 | CSET Notice of application for TWAO – Environment and Infrastructure 9 January 2025 | 9 January 2025 |
| CD1-26.03 | CSET Notice of application for TWAO – Cambridge News 15 January 2025 | 15 January 2025 |
| CD1-26.04 | Form 1 Rule 14(2) - CSET Notice of Application for an Order | 9 January 2025 |
| CD1-26.05 | Form 2 Rule 14(6) - CSET Site Notice of Proposed Works | 9 January 2025 |
| CD1-26.06 | Form 3 Rule 14(7) - CSET Notice for an Order which would extinguish public rights of way | 20 January 2025 |
| CD1-26.07 | Form 3 Rule 14(7) CSET - Notice to Little Abington | 5 March 2025 |
| CD1-26.08 | Form 5 Rule 15 CSET - Notice of an application to acquire land rights (Owner/Occupier) | 9 January 2025 |
| CD1-26.09 | CSET Affidavit of compliance sworn by Richard Guyatt with exhibits 1-6 | 20 May 2025 |
| **CD2 - Interested Party Responses** | | |

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|---|---|---|
| **CD2 - Objections** | | |
| CD2-OBJ-01 | C Izzett | 14 January 2025 |
| CD2-OBJ-02 | G Gardner | 15 January 2025 |
| CD2-OBJ-03 | St John's College, University of Cambridge | 16 January 2025 |
| CD2-OBJ-04 | B Reeve | 26 January 2025 |
| CD2-OBJ-05 | B Randall | 28 January 2025 |
| CD2-OBJ-06 | R Turner | 28 January 2025 |
| CD2-OBJ-07 | R Bull | 28 January 2025 |
| CD2-OBJ-08 | The Association for Cultural Exchange | 28 January 2025 |
| CD2-OBJ-09 | E Turnbull-Jones | 29 January 2025 |
| CD2-OBJ-10 | J O'Shaughnessy | 29 January 2025 |
| CD2-OBJ-11 | J Robinson | 29 January 2025 |
| CD2-OBJ-12 | M Beale | 29 January 2025 |
| CD2-OBJ-13 | G Webb | 29 January 2025 |
| CD2-OBJ-14 | M Whiting | 29 January 2025 |
| CD2-OBJ-15 | J Webb | 29 January 2025 |

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| CD2-OBJ-16 | T Abbott | 30 January 2025 |
| CD2-OBJ-17 | M Pooles | 30 January 2025 |
| CD2-OBJ-18 | J W Lamble | 30 January 2025 |
| CD2-OBJ-19 | D Stoughton | 30 January 2025 |
| CD2-OBJ-20 | D Morgan | 30 January 2025 |
| CD2-OBJ-21 | A Unsworth | 30 January 2025 |
| CD2-OBJ-22 | M Upshall | 30 January 2025 |
| CD2-OBJ-23 | S Edmonson | 30 January 2025 |
| CD2-OBJ-24 | M Punshon | 31 January 2025 |
| CD2-OBJ-25 | P Cornett | 31 January 2025 |
| CD2-OBJ-26 | M Holroyd | 31 January 2025 |
| CD2-OBJ-27 | L Clackson | 31 January 2025 |
| CD2-OBJ-28 | G Everson | 31 January 2025 |
| CD2-OBJ-29 | M Green | 31 January 2025 |
| CD2-OBJ-30 | H Warne | 31 January 2025 |
| CD2-OBJ-31 | M Wall | 31 January 2025 |
| CD2-OBJ-32 | F Hodson | 31 January 2025 |
| CD2-OBJ-33 | R Berry | 31 January 2025 |

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| CD2-OBJ-34 | C Ducati | 31 January 2025 |
| CD2-OBJ-35 | S Mack | 1 February 2025 |
| CD2-OBJ-36 | A Everson | 1 February 2025 |
| CD2-OBJ-37 | S Newman | 1 February 2025 |
| CD2-OBJ-38 | M Finchham | 1 February 2025 |
| CD2-OBJ-39 | V Ellis | 1 February 2025 |
| CD2-OBJ-40 | F Brown | 1 February 2025 |
| CD2-OBJ-41 | M Cooper | 1 February 2025 |
| CD2-OBJ-42 | P Thompson | 1 February 2025 |
| CD2-OBJ-43 | M Kelly and E Kostlich | 1 February 2025 |
| CD2-OBJ-44 | K Brown | 1 February 2025 |
| CD2-OBJ-45 | R Humphreys | 1 February 2025 |
| CD2-OBJ-46 | A Harris | 1 February 2025 |
| CD2-OBJ-47 | G Attwood | 2 February 2025 |
| CD2-OBJ-48 | L Webber-Gibbs | 2 February 2025 |
| CD2-OBJ-49 | O Webber-Gibbs | 2 February 2025 |
| CD2-OBJ-50 | R Attwood | 2 February 2025 |
| CD2-OBJ-51 | D Watts | 2 February 2025 |

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| CD2-OBJ-52 | J Whittlestone | 2 February 2025 |
| CD2-OBJ-53 | T Lane | 2 February 2025 |
| CD2-OBJ-54 | J Willan | 2 February 2025 |
| CD2-OBJ-55 | R JC Lane | 2 February 2025 |
| CD2-OBJ-56 | J and A Betts | 2 February 2025 |
| CD2-OBJ-57 | Dr J V Neal | 2 February 2025 |
| CD2-OBJ-58 | E and T Reid | 2 February 2025 |
| CD2-OBJ-59 | J Filby | 2 February 2025 |
| CD2-OBJ-60 | M Devereux | 2 February 2025 |
| CD2-OBJ-61 | R Harris | 3 February 2025 |
| CD2-OBJ-62 | R Cassels | 3 February 2025 |
| CD2-OBJ-63 | O B Norland | 3 February 2025 |
| CD2-OBJ-64 | B Kingsley | 3 February 2025 |
| CD2-OBJ-65 | M Jump | 3 February 2025 |
| CD2-OBJ-66 | G Marshall | 3 February 2025 |
| CD2-OBJ-67 | T Cserep | 3 February 2025 |
| CD2-OBJ-68 | D Neal | 3 February 2025 |
| CD2-OBJ-69 | S Mulligan | 3 February 2025 |

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| CD2-OBJ-70 | P S Seaman | 3 February 2025 |
| CD2-OBJ-71 | S Christie | 3 February 2025 |
| CD2-OBJ-72 | L Deacon | 3 February 2025 |
| CD2-OBJ-73 | M Bending | 3 February 2025 |
| CD2-OBJ-74 | M Wiesner | 3 February 2025 |
| CD2-OBJ-75 | R Barrett | 3 February 2025 |
| CD2-OBJ-76 | J Lingard | 3 February 2025 |
| CD2-OBJ-77 | H Harwood | 4 February 2025 |
| CD2-OBJ-78 | E T Bateman | 4 February 2025 |
| CD2-OBJ-79 | N Brewis | 4 February 2025 |
| CD2-OBJ-80 | J Jeffreys | 4 February 2025 |
| CD2-OBJ-81 | C Howe | 4 February 2025 |
| CD2-OBJ-82 | L Hieatt | 4 February 2025 |
| CD2-OBJ-83 | C Smith | 4 February 2025 |
| CD2-OBJ-84 | S Pearce | 4 February 2025 |
| CD2-OBJ-85 | A Baker | 4 February 2025 |
| CD2-OBJ-86 | P Clark | 4 February 2025 |
| CD2-OBJ-87 | A Cheung | 4 February 2025 |

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| CD2-OBJ-88 | C and S Dee | 4 February 2025 |
| CD2-OBJ-89 | C Kinnear | 5 February 2025 |
| CD2-OBJ-90 | A Cole | 5 February 2025 |
| CD2-OBJ-91 | J and S Coppendale | 5 February 2025 |
| CD2-OBJ-92 | S Jeffreys | 5 February 2025 |
| CD2-OBJ-93 | M Forrest | 5 February 2025 |
| CD2-OBJ-94 | W Hurrell | 6 February 2025 |
| CD2-OBJ-95 | A Caroe | 6 February 2025 |
| CD2-OBJ-96 | S T Webb | 6 February 2025 |
| CD2-OBJ-97 | P Parker | 6 February 2025 |
| CD2-OBJ-98 | L Sikkema | 6 February 2025 |
| CD2-OBJ-99 | P Whitmell | 6 February 2025 |
| CD2-OBJ-100 | O Arthurs | 6 February 2025 |
| CD2-OBJ-101 | R Franks | 6 February 2025 |
| CD2-OBJ-102 | C J Powell | 6 February 2025 |
| CD2-OBJ-103 | K Maisinger | 6 February 2025 |
| CD2-OBJ-104 | A Phillips | 6 February 2025 |
| CD2-OBJ-105 | C Woodward | 7 February 2025 |

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| CD2-OBJ-106 | J Rymell | 7 February 2025 |
| CD2-OBJ-107 | C Murray | 7 February 2025 |
| CD2-OBJ-108 | D Baranoff-Rossine | 7 February 2025 |
| CD2-OBJ-109 | A Dixon | 7 February 2025 |
| CD2-OBJ-110 | N and M Faiers | 7 February 2025 |
| CD2-OBJ-111 | Great Shelford Parish Council | 7 February 2025 |
| CD2-OBJ-112 | P Davidson | 7 February 2025 |
| CD2-OBJ-113 | G Willis | 8 February 2025 |
| CD2-OBJ-114 | C Slater | 8 February 2025 |
| CD2-OBJ-115 | N Caves | 8 February 2025 |
| CD2-OBJ-116 | A Hutchings | 8 February 2025 |
| CD2-OBJ-117 | A Radmore | 8 February 2025 |
| CD2-OBJ-118 | T Alexander | 8 February 2025 |
| CD2-OBJ-119 | E and D Sage | 9 February 2025 |
| CD2-OBJ-120 | M Ford | 9 February 2025 |
| CD2-OBJ-121 | J Woodcock | 9 February 2025 |
| CD2-OBJ-122 | D Baxter | 9 February 2025 |
| CD2-OBJ-123 | G B Allen | 9 February 2025 |

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| CD2-OBJ-124 | S Elborne | 10 February 2025 |
| CD2-OBJ-125 | S Fleck | 10 February 2025 |
| CD2-OBJ-126 | M Stephen | 10 February 2025 |
| CD2-OBJ-127 | J Sizer | 10 February 2025 |
| CD2-OBJ-128 | E Stanway | 10 February 2025 |
| CD2-OBJ-129 | H White | 10 February 2025 |
| CD2-OBJ-130 | E Rose | 10 February 2025 |
| CD2-OBJ-131 | A Gresham | 11 February 2025 |
| CD2-OBJ-132 | S L Squire | 10 February 2025 |
| CD2-OBJ-133 | A Trowsdale | 12 February 2025 |
| CD2-OBJ-134 | J Trowsdale | 12 February 2025 |
| CD2-OBJ-135 | M and M Evans | 12 February 2025 |
| CD2-OBJ-136 | D Maguire | 12 February 2025 |
| CD2-OBJ-137 | J O'Boyle | 12 February 2025 |
| CD2-OBJ-138 | T Bramley | 12 February 2025 |
| CD2-OBJ-139 | R Johnson | 13 February 2025 |
| CD2-OBJ-140 | P Robins | 13 February 2025 |
| CD2-OBJ-141 | P Cutmore | 13 February 2025 |

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| CD2-OBJ-142 | J Johnson | 14 February 2025 |
| CD2-OBJ-143 | C Thomas | 13 February 2025 |
| CD2-OBJ-144 | S and B James | 14 February 2025 |
| CD2-OBJ-145 | S Poyser | 14 February 2025 |
| CD2-OBJ-146 | Babraham Parish Council | 14 February 2025 |
| CD2-OBJ-147 | J Neale | 14 February 2025 |
| CD2-OBJ-148 | T Mundy | 14 February 2025 |
| CD2-OBJ-149 | D and M Karniely | 14 February 2025 |
| CD2-OBJ-150 | R Watson | 14 February 2025 |
| CD2-OBJ-151 | K Mundy | 15 February 2025 |
| CD2-OBJ-152 | S Bebbington | 16 February 2025 |
| CD2-OBJ-153 | D Rudgley | 16 February 2025 |
| CD2-OBJ-154 | B A Barry | 14 February 2025 |
| CD2-OBJ-155 | L Grasty | 16 February 2025 |
| CD2-OBJ-156 | J Pearce | 16 February 2025 |
| CD2-OBJ-157 | M Strathern | 16 February 2025 |
| CD2-OBJ-158 | M Du | 17 February 2025 |
| CD2-OBJ-159 | A and P Edwards | 17 February 2025 |

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| CD2-OBJ-160 | C Flack | 17 February 2025 |
| CD2-OBJ-161 | M Hanley | 17 February 2025 |
| CD2-OBJ-162 | J GN King | 17 February 2025 |
| CD2-OBJ-163 | P Morgan | 18 February 2025 |
| CD2-OBJ-164 | J Johnson | 18 February 2025 |
| CD2-OBJ-165 | A Denton | 19 February 2025 |
| CD2-OBJ-166 | L Freeman | 19 February 2025 |
| CD2-OBJ-167 | C A Greenhalgh | 19 February 2025 |
| CD2-OBJ-168 | J Patterson | 19 February 2025 |
| CD2-OBJ-169 | M Woodroofe | 19 February 2025 |
| CD2-OBJ-170 | J Patterson | 19 February 2025 |
| CD2-OBJ-171 | N Winch | 19 February 2025 |
| CD2-OBJ-172 | G Winch | 19 February 2025 |
| CD2-OBJ-173 | H Hale | 19 February 2025 |
| CD2-OBJ-174 | J Davies | 19 February 2025 |
| CD2-OBJ-175 | T Brown | 19 February 2025 |
| CD2-OBJ-176 | S Pitman | 20 February 2025 |
| CD2-OBJ-177 | S and V Lampon | 20 February 2025 |

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| CD2-OBJ-178 | E Bennée | 20 February 2025 |
| CD2-OBJ-179 | S Brown | 20 February 2025 |
| CD2-OBJ-180 | D Minter | 20 February 2025 |
| CD2-OBJ-181 | C Minter | 20 February 2025 |
| CD2-OBJ-182 | M Snaith | 20 February 2025 |
| CD2-OBJ-183 | A Chisholm | 20 February 2025 |
| CD2-OBJ-184 | J Rawle | 20 February 2025 |
| CD2-OBJ-185 | R Cranmer | 20 February 2025 |
| CD2-OBJ-186 | A Holt | 20 February 2025 |
| CD2-OBJ-187 | G Taylor | 20 February 2025 |
| CD2-OBJ-188 | N Bennee | 20 February 2025 |
| CD2-OBJ-189 | G Hale | 20 February 2025 |
| CD2-OBJ-190 | G Godsal | 20 February 2025 |
| CD2-OBJ-191 | A Garden | 20 February 2025 |
| CD2-OBJ-192 | P O'Donohoe | 20 February 2025 |
| CD2-OBJ-193 | C Larner | 21 February 2025 |
| CD2-OBJ-194 | K Dixon | 21 February 2025 |
| CD2-OBJ-195 | M Levinson-Obank | 21 February 2025 |

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| CD2-OBJ-196 | K Froggatt | 21 February 2025 |
| CD2-OBJ-197 | A Boz | 21 February 2025 |
| CD2-OBJ-198 | K Whittlestone | 21 February 2025 |
| CD2-OBJ-199 | S Woods | 21 February 2025 |
| CD2-OBJ-200 | R Mann | 21 February 2025 |
| CD2-OBJ-201 | L Norman | 21 February 2025 |
| CD2-OBJ-202 | G Kaneva | 14 February 2025 |
| CD2-OBJ-203 | D Lloyd | 22 February 2025 |
| CD2-OBJ-204 | C Guzzo | 22 February 2025 |
| CD2-OBJ-205 | J Anstead | 22 February 2025 |
| CD2-OBJ-206 | L Sigsworth | 22 February 2025 |
| CD2-OBJ-207 | D Brooks | 22 February 2025 |
| CD2-OBJ-208 | I Smith | 22 February 2025 |
| CD2-OBJ-209 | M Lightning | 22 February 2025 |
| CD2-OBJ-210 | J Cooper | 23 February 2025 |
| CD2-OBJ-211 | M H Davies | 23 February 2025 |
| CD2-OBJ-212 | C Moss | 23 February 2025 |
| CD2-OBJ-213 | G Bridges | 23 February 2025 |

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| CD2-OBJ-214 | M and D Sanders | 23 February 2025 |
| CD2-OBJ-215 | N Woodbine | 24 February 2025 |
| CD2-OBJ-216 | L Blake | 24 February 2025 |
| CD2-OBJ-217 | S Blake | 24 February 2025 |
| CD2-OBJ-218 | R Doel | 24 February 2025 |
| CD2-OBJ-219 | K Lockhart | 25 February 2025 |
| CD2-OBJ-220 | P Woods | 25 February 2025 |
| CD2-OBJ-221 | D Turnidge | 25 February 2025 |
| CD2-OBJ-222 | N Pond | 25 February 2025 |
| CD2-OBJ-223 | H Villiers | 25 February 2025 |
| CD2-OBJ-224 | D Villiers | 25 February 2025 |
| CD2-OBJ-225 | T Coleman | 25 February 2025 |
| CD2-OBJ-226 | E Grundel | 26 February 2025 |
| CD2-OBJ-227 | E C Schofield | 26 February 2025 |
| CD2-OBJ-228 | A Yeo | 26 February 2025 |
| CD2-OBJ-229 | A Hunt | 26 February 2025 |
| CD2-OBJ-230 | J Durward | 26 February 2025 |
| CD2-OBJ-231 | D Collier | 26 February 2025 |

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| CD2-OBJ-232 | B Howarth | 26 February 2025 |
| CD2-OBJ-233 | Cambridge Ramblers Association | 27 February 2025 |
| CD2-OBJ-234 | S Mulrennan | 27 February 2025 |
| CD2-OBJ-235 | D Gleaves | 27 February 2025 |
| CD2-OBJ-236 | D Leckie | 27 February 2025 |
| CD2-OBJ-237 | S Porto | 27 February 2025 |
| CD2-OBJ-238 | B Purkiss | 28 February 2025 |
| CD2-OBJ-239 | R debeer (Cheveley Park Farms Ltd) | 28 February 2025 |
| CD2-OBJ-240 | B Purkiss | 28 February 2025 |
| CD2-OBJ-241 | R Calverley | 28 February 2025 |
| CD2-OBJ-242 | R Mitchell | 28 February 2025 |
| CD2-OBJ-243 | R Stratford | 28 February 2025 |
| CD2-OBJ-244 | M A and M Northfield | 28 February 2025 |
| CD2-OBJ-245 | British Horse Society | 1 March 2025 |
| CD2-OBJ-246 | J Jasiewicz | 1 March 2025 |
| CD2-OBJ-247 | I Collis | 1 March 2025 |
| CD2-OBJ-248 | S Jeggo (supporting BHS OBJ 245) | 1 March 2025 |
| CD2-OBJ-249 | C Leonard (supporting BHS OBJ 245) | 1 March 2025 |

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| CD2-OBJ-250 | S Pitman | 1 March 2025 |
| CD2-OBJ-251 | D B Davies | 2 March 2025 |
| CD2-OBJ-252 | A Moss | 2 March 2025 |
| CD2-OBJ-253 | C Moss | 2 March 2025 |
| CD2-OBJ-254 | G De Palo | 2 March 2025 |
| CD2-OBJ-255 | A Redshaw | 2 March 2025 |
| CD2-OBJ-256 | Railfuture East Anglia (P Hollinghurst) | 2 March 2025 |
| CD2-OBJ-257 | F Foote | 2 March 2025 |
| CD2-OBJ-258 | D and J Creed | 2 March 2025 |
| CD2-OBJ-259 | I Blomberg | 2 March 2025 |
| CD2-OBJ-260 | E Parodi | 2 March 2025 |
| CD2-OBJ-261 | A Gannon | 2 March 2025 |
| CD2-OBJ-262 | M Foote | 3 March 2025 |
| CD2-OBJ-263 | J Butler | 3 March 2025 |
| CD2-OBJ-264 | A Battista | 3 March 2025 |
| CD2-OBJ-265 | J Lowry | 3 March 2025 |
| CD2-OBJ-266 | D Lloyd | 3 March 2025 |
| CD2-OBJ-267 | F Grace | 3 March 2025 |

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| CD2-OBJ-268 | D Grey | 3 March 2025 |
| CD2-OBJ-269 | G Briscoe | 3 March 2025 |
| CD2-OBJ-270 | R Ford | 3 March 2025 |
| CD2-OBJ-271 | F Poglia | 4 March 2025 |
| CD2-OBJ-272 | E Patterson | 4 March 2025 |
| CD2-OBJ-273 | C Arthur | 4 March 2025 |
| CD2-OBJ-274 | K A Hawksworth | 4 March 2025 |
| CD2-OBJ-275 | D Mills | 4 March 2025 |
| CD2-OBJ-276 | D Bell | 4 March 2025 |
| CD2-OBJ-277 | K Foreman | 4 March 2025 |
| CD2-OBJ-278 | J H West | 4 March 2025 |
| CD2-OBJ-279 | KE and DS Fletcher | 3 March 2025 |
| CD2-OBJ-280 | W M Reynolds | 3 March 2025March 2025 |
| CD2-OBJ-281 | R J Walsh | 4 March 2025 |
| CD2-OBJ-282 | M Redshaw | 2 March 2025 |
| CD2-OBJ-283 | D Robinson | 2 March 2025 |
| CD2-OBJ-284 | G Huskisson | 4 March 2025 |
| CD2-OBJ-285 | Trustee of Magog Trust | 4 March 2025 |

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| CD2-OBJ-286 | M Craig | 4 March 2025 |
| CD2-OBJ-287 | L N Zealey | 4 March 2025 |
| CD2-OBJ-288 | T Bruce | 4 March 2025 |
| CD2-OBJ-289 | R Wakeford | 4 March 2025 |
| CD2-OBJ-290 | S White | 4 March 2025 |
| CD2-OBJ-291 | J Bryant | 4 March 2025 |
| CD2-OBJ-292 | E Crilley | 4 March 2025 |
| CD2-OBJ-293 | E Harris | 4 March 2025 |
| CD2-OBJ-294 | M and A Sayer | 4 March 2025 |
| CD2-OBJ-295 | A Marshall | 4 March 2025 |
| CD2-OBJ-296 | J R Doncaster | 4 March 2025 |
| CD2-OBJ-297 | D J Bolland | 4 March 2025 |
| CD2-OBJ-298 | C Anastasi | 4 March 2025 |
| CD2-OBJ-299 | M Collier | 4 March 2025 |
| CD2-OBJ-300 | E Dobson | 4 March 2025 |
| CD2-OBJ-301 | K Campbell | 4 March 2025 |
| CD2-OBJ-302 | J Campbell | 4 March 2025 |
| CD2-OBJ-303 | C Ayling | 4 March 2025 |

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| CD2-OBJ-304 | D Fraser | 4 March 2025 |
| CD2-OBJ-305 | J Copley-May | 5 March 2025 |
| CD2-OBJ-306 | G and J Flynn | 5 March 2025 |
| CD2-OBJ-307 | S Russell | 5 March 2025 |
| CD2-OBJ-308 | S and S Murray | 5 March 2025 |
| CD2-OBJ-309 | Swavesey and District Bridleways Association | 1 March 2025 |
| CD2-OBJ-310 | K Jessop | 5 March 2025 |
| CD2-OBJ-311 | J Whaley | 5 March 2025 |
| CD2-OBJ-312 | P Waters | 5 March 2025 |
| CD2-OBJ-313 | L Halliday | 5 March 2025 |
| CD2-OBJ-314 | A Parker | 5 March 2025 |
| CD2-OBJ-315 | N Campbell | 5 March 2025 |
| CD2-OBJ-316 | M H Harris | 5 March 2025 |
| CD2-OBJ-317 | A Green | 5 March 2025 |
| CD2-OBJ-318 | N Waters | 5 March 2025 |
| CD2-OBJ-319 | K Roem | 5 March 2025 |
| CD2-OBJ-320 | A Baker | 5 March 2025 |
| CD2-OBJ-321 | P Caddy | 5 March 2025 |

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| CD2-OBJ-322 | P Bassett | 5 March 2025 |
| CD2-OBJ-323 | H Beattie | 5 March 2025 |
| CD2-OBJ-324 | G and N Pick | 5 March 2025 |
| CD2-OBJ-325 | Fen Line Users Association | 5 March 2025 |
| CD2-OBJ-326 | D Fuller | 5 March 2025 |
| CD2-OBJ-327 | K and T Hill | 5 March 2025 |
| CD2-OBJ-328 | X He | 5 March 2025 |
| CD2-OBJ-329 | R and J Fulton | 5 March 2025 |
| CD2-OBJ-330 | J Hall | 5 March 2025 |
| CD2-OBJ-331 | N Punshon | 5 March 2025 |
| CD2-OBJ-332 | J Sinclair | 5 March 2025 |
| CD2-OBJ-333 | H Kettel | 5 March 2025 |
| CD2-OBJ-334 | F Cooke | 5 March 2025 |
| CD2-OBJ-335 | P Parker | 5 March 2025 |
| CD2-OBJ-336 | C Bendelack | 5 March 2025 |
| CD2-OBJ-337 | K Deeming | 5 March 2025 |
| CD2-OBJ-338 | M Hall | 5 March 2025 |
| CD2-OBJ-339 | M Wilkinson | 5 March 2025 |

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| CD2-OBJ-340 | N Seamarks | 5 March 2025 |
| CD2-OBJ-341 | A Bendelack | 5 March 2025 |
| CD2-OBJ-342 | J Macpherson | 5 March 2025 |
| CD2-OBJ-343 | C J Liu | 5 March 2025 |
| CD2-OBJ-344 | O Bendelack | 5 March 2025 |
| CD2-OBJ-345 | R Borchert | 5 March 2025 |
| CD2-OBJ-346 | F Menzies | 5 March 2025 |
| CD2-OBJ-347 | M Wastie | 5 March 2025 |
| CD2-OBJ-348 | L Woodburn | 5 March 2025 |
| CD2-OBJ-349 | D Beresford-Knox | 5 March 2025 |
| CD2-OBJ-350 | C Smith | 5 March 2025 |
| CD2-OBJ-351 | H Doviak | 5 March 2025 |
| CD2-OBJ-352 | P Mirrlees | 5 March 2025 |
| CD2-OBJ-353 | E Leigh | 5 March 2025 |
| CD2-OBJ-354 | S Eden-Green | 5 March 2025 |
| CD2-OBJ-355 | C Grenz | 6 March 2025 |
| CD2-OBJ-356 | Z and S Conway Morris | 6 March 2025 |
| CD2-OBJ-357 | J Foreman | 6 March 2025 |

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| CD2-OBJ-358 | Y Christova | 6 March 2025 |
| CD2-OBJ-359 | R French | 6 March 2025 |
| CD2-OBJ-360 | A Hodson | 6 March 2025 |
| CD2-OBJ-361 | H Crane | 6 March 2025 |
| CD2-OBJ-362 | S Ray | 6 March 2025 |
| CD2-OBJ-363 | Cambridge Biomedical Campus Ltd | 6 March 2025 |
| CD2-OBJ-364 | J Bendelack | 6 March 2025 |
| CD2-OBJ-365 | CBRE obo AstraZeneca UK Limited and Medimmune Limited | 6 March 2025 |
| CD2-OBJ-366 | c | 6 March 2025 |
| CD2-OBJ-367 | P Sparks | 6 March 2025 |
| CD2-OBJ-368 | J Chisholm | 6 March 2025 |
| CD2-OBJ-369 | G Sigsworth | 6 March 2025 |
| CD2-OBJ-370 | National Gas Transmission Plc (Addleshaw Goddard LLP representing) | 6 March 2025 |
| CD2-OBJ-371 | J Lenihan | 6 March 2025 |
| CD2-OBJ-372 | S Sutton | 6 March 2025 |
| CD2-OBJ-373 | P Sutton | 6 March 2025 |
| CD2-OBJ-374 | A Sigsworth | 6 March 2025 |
| CD2-OBJ-375 | C Arthurs | 6 March 2025 |

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| CD2-OBJ-376 | H Clapp | 6 March 2025 |
| CD2-OBJ-377 | J Baker | 6 March 2025 |
| CD2-OBJ-378 | S and G Johnson | 6 March 2025 |
| CD2-OBJ-379 | D Walters | 6 March 2025 |
| CD2-OBJ-380 | S Kendrew | 6 March 2025 |
| CD2-OBJ-381 | A Knight | 6 March 2025 |
| CD2-OBJ-382 | The Cambridgeshire and Peterborough branch of the Campaign to Protect Rural England (CPRE) | 6 March 2025 |
| CD2-OBJ-383 | S Berridge | 6 March 2025 |
| CD2-OBJ-384 | K Bendall | 6 March 2025 |
| CD2-OBJ-385 | R Ridley | 6 March 2025 |
| CD2-OBJ-386 | J Baxter | 6 March 2025 |
| CD2-OBJ-387 | R Oliver | 6 March 2025 |
| CD2-OBJ-388 | S Webster | 6 March 2025 |
| CD2-OBJ-389 | M Coleman | 6 March 2025 |
| CD2-OBJ-390 | H Streeter | 6 March 2025 |
| CD2-OBJ-391 | M Fyfe | 6 March 2025 |
| CD2-OBJ-392 | N Oliver | 6 March 2025 |
| CD2-OBJ-393 | J Grey | 6 March 2025 |

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| CD2-OBJ-394 | T Atkinson | 6 March 2025 |
| CD2-OBJ-395 | J Czylok | 6 March 2025 |
| CD2-OBJ-396 | A Wilkinson | 6 March 2025 |
| CD2-OBJ-397 | A Coleman | 6 March 2025 |
| CD2-OBJ-398 | M Coleman | 6 March 2025 |
| CD2-OBJ-399 | P Abbott | 6 March 2025 |
| CD2-OBJ-400 | L French | 6 March 2025 |
| CD2-OBJ-401 | T Foukaneli | 6 March 2025 |
| CD2-OBJ-402 | P G Deere | 6 March 2025 |
| CD2-OBJ-403 | S Foote | 6 March 2025 |
| CD2-OBJ-404 | M Vigouroux | 6 March 2025 |
| CD2-OBJ-405 | C Bell | 6 March 2025 |
| CD2-OBJ-406 | P S Kite | 6 March 2025 |
| CD2-OBJ-407 | T Johnson | 6 March 2025 |
| CD2-OBJ-408 | M Jarvis | 6 March 2025 |
| CD2-OBJ-409 | R Jarvis | 6 March 2025 |
| CD2-OBJ-410 | J French | 6 March 2025 |
| CD2-OBJ-411 | A B Scott | 6 March 2025 |

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| CD2-OBJ-412 | C J Bow | 6 March 2025 |
| CD2-OBJ-413 | M French | 6 March 2025 |
| CD2-OBJ-414 | J A Seaman | 6 March 2025 |
| CD2-OBJ-415 | R Moore | 6 March 2025 |
| CD2-OBJ-416 | M Drinjakovic | 6 March 2025 |
| CD2-OBJ-417 | J Philips | 6 March 2025 |
| CD2-OBJ-418 | D Kajita | 6 March 2025 |
| CD2-OBJ-419 | P Wakefield | 6 March 2025 |
| CD2-OBJ-420 | D Sulston | 6 March 2025 |
| CD2-OBJ-421 | C Cooper | 6 March 2025 |
| CD2-OBJ-422 | R Meyer | 7 March 2025 |
| CD2-OBJ-423 | C Hall | 7 March 2025 |
| CD2-OBJ-424 | P Meyer | 7 March 2025 |
| CD2-OBJ-425 | W Bannell | 7 March 2025 |
| CD2-OBJ-426 | S Goddard | 7 March 2025 |
| CD2-OBJ-427 | P Ray | 7 March 2025 |
| CD2-OBJ-428 | G Pett | 7 March 2025 |
| CD2-OBJ-429 | Cadent Gas Limited | 7 March 2025 |

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| CD2-OBJ-430 | Cambridge Medipark Limited | 7 March 2025 |
| CD2-OBJ-431 | CBC Estate Management Limited | 7 March 2025 |
| CD2-OBJ-432 | Prologis UK 120 Limited | 7 March 2025 |
| CD2-OBJ-433 | Prologis UK CCCLXI S.a.r.l | 7 March 2025 |
| CD2-OBJ-434 | T Reid | 7 March 2025 |
| CD2-OBJ-435 | Hobson's Conduit Trust | 7 March 2025 |
| CD2-OBJ-436 | The Chalk Family | 7 March 2025 |
| CD2-OBJ-437 | Network Rail Infrastructure Limited | 7 March 2025 |
| CD2-OBJ-438 | U Grabowska | 7 March 2025 |
| CD2-OBJ-439 | University of Cambridge | 7 March 2025 |
| CD2-OBJ-440 | S Partridge-Hicks, K Hathaway (plots 114 and 113), CPPF, Better Ways for Busways, Magog Trust and Hobson's Conduit Trust | 7 March 2025 |
| CD2-OBJ-441 | J Walmswell | 7 March 2025 |
| CD2-OBJ-442 | R Hull | 7 March 2025 |
| CD2-OBJ-443 | B Easton | 6 March 2025 |
| CD2-OBJ-444 | The Pembertons | 7 March 2025 |
| CD2-OBJ-445 | J G Meeks | 7 March 2025 |
| CD2-OBJ-446 | R Whitehouse | 7 March 2025 |
| CD2-OBJ-447 | Cam Valley Forum | 7 March 2025 |

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| CD2-OBJ-448 | A Mulligan | 7 March 2025 |
| CD2-OBJ-449 | C Beattie | 7 March 2025 |
| CD2-OBJ-450 | J Sawcer | 7 March 2025 |
| CD2-OBJ-451 | S Sharpe | 7 March 2025 |
| CD2-OBJ-452 | D Seilly | 7 March 2025 |
| CD2-OBJ-453 | A Lindsey | 7 March 2025 |
| CD2-OBJ-454 | P Bristow | 7 March 2025 |
| CD2-OBJ-455 | A Hall | 7 March 2025 |
| CD2-OBJ-456 | A Sykes | 7 March 2025 |
| CD2-OBJ-457 | V Bevan | 7 March 2025 |
| CD2-OBJ-458 | R Stobart | 7 March 2025 |
| CD2-OBJ-459 | A Orgee | 7 March 2025 |
| CD2-OBJ-460 | Federation of Cambridge Residents' Associations | 7 March 2025 |
| CD2-OBJ-461 | Deal Land LLP | 8 March 2025 |
| CD2-OBJ-462 | J Smulko | 8 March 2025 |
| CD2-OBJ-463 | J Hardwick | 8 March 2025 |
| CD2-OBJ-464 | V Narinian | 7 March 2025 |
| CD2-OBJ-465 | Environment Agency | 7 March 2025 |

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| CD2-OBJ-466 | Cambridge University Hospitals NHS Foundation Trust | 7 March 2025 |
| CD2-OBJ-467 | C Morley | 6 March 2025 |
| **CD2 - Representations** | | |
| CD2-REP-01 | Historic England | 4 March 2025 |
| CD2-REP-02 | J Meed | 4 March 2025 |
| CD2-REP-03 | Haverhill Town Council and ONE Haverhill Partnership | 5 March 2025 |
| CD2-REP-04 | Greater Cambridge Shared Planning | 6 March 2025 |
| CD2-REP-05 | Natural England | 6 March 2025 |
| CD2-REP-06 | P R Sills | 7 March 2025 |
| CD2-REP-07 | West Suffolk Council | 7 March 2025 |
| CD2-REP-08 | East West Rail | 7 March 2025 |
| CD2-REP-09 | Wellcome Genome Campus Limited | 7 March 2025 |
| CD2-REP-10 | GTC Infrastructure Limited | 7 March 2025 |
| CD2-REP-11 | National Highways | 7 March 2025 |
| CD2-REP-12 | Anglian Water | 7 March 2025 |
| **CD2 – Support** | | |

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|---|---|---|
| CD2-SUP-01 | J Nitschke | 10 February 2025 |
| CD2-SUP-02 | P Sanwell | 11 February 2025 |
| CD2-SUP-03 | B Clawson | 13 February 2025 |
| CD2-SUP-04 | M Taggart | 16 February 2025 |
| CD2-SUP-05 | I Williamson | 17 February 2025 |
| CD2-SUP-06 | A Ljubijankic | 20 February 2025 |
| CD2-SUP-07 | N Plum | 20 February 2025 |
| CD2-SUP-08 | E Marshall | 5 March 2025 |
| CD2-SUP-09 | Canmoor (Property Developer) | 5 March 2025 |
| **CD3 – Statements of Case** | | |
| CD3-01 | Statement of Case for Cambridgeshire County Council | 19 September 2025 |
| **CD4 - Legislation, Directives, Orders, Rules and Regulations** | | |
| **CD4 – Acts** | | |
| CD4-01 | Local Government Act 1972 | 1972 |
| CD4-02 | Acquisition of Land Act 1981 | 1981 |
| CD4-03 | Wildlife and Countryside Act 1981 | 1981 |
| CD4-04 | Environmental Protection Act 1990 | 1990 |

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| CD4-05 | Town and Country Planning Act 1990 (**TCPA 1990**) | 1990 |
| CD4-06 | New Roads and Street Works Act 1991 | 1991 |
| CD4-07 | Land Drainage Act 1991 | 1991 |
| CD4-08 | Transport and Works Act 1992 (**TWA**) | 1992 |
| CD4-09 | Protection of Badgers Act 1992 | 1992 |
| CD4-10 | Hedgerows Regulations 1997 | 1997 |
| CD4-11 | Human Rights Act 1998 | 1998 |
| CD4-12 | Local Government Act 2000 | 2000 |
| CD4-13 | Equality Act 2010 | 2010 |
| **CD4 – Orders, Rules and Regulations** | | |
| CD4-14 | Noise Insulation Regulations 1975 | 1975 |
| CD4-15 | Transport and Works (Guided Transport Modes) Order 1992 (**1992 Order)** | 1992 |
| CD4-16 | Transport and Works (Guided Transport Modes) (Amendment) Order 2022 | 2022 |
| CD4-17 | Transport and Works (Inquiries Procedure) Rules 2004 | 2004 |
| CD4-18 | Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 (**2006 Rules**) | 2006 |
| CD4-19 | Railways and Other Guided Transport Systems (Safety) Regulations 2006 | 2006 |
| CD4-20 | Environmental Permitting (England and Wales) Regulations 2016 | 2016 |
| CD4-21 | Conservation of Habitats and Species Regulations 2017 | 2017 |

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| CD4-22 | Town and Country Planning (Environmental Impact Assessment) Regulations 2017 | 2017 |
| CD4-23 | Network Rail (Cambridge South Infrastructure Enhancements) Order 2022 | 2022 |
| CD4-24 | Environment Act 2021 (Commencement No.8 and Transitional Provisions) Regulations 2024 | 2024 |
| **CD4 – EU Directives** | | |
| CD4-25 | Water Framework Directive (2000/60/EC) | 2000 |
| CD4-26 | Environmental Impact Assessment Directive (2011/92/EU) (including Annex I and Annex II) | 2011 |
| **CD5 - Greater Cambridgeshire Partnership Executive Board** | | |
| CD5-01 | Executive Board Terms of Reference | May 2019 |
| **CD6 - Reports to and resolutions of Cambridgeshire County Council** | | |
| CD6-01 Full Council meeting (agenda and votes) 22 October 2024 | | |
| CD6-01.01 | Agenda Pack for Council | 22 October 2024 |
| CD6-01.02 | Agenda Item No.2 - Chair's Announcement | 22 October 2024 |
| CD6-01.03 | Agenda Item No.4 - Public Question Time | 22 October 2024 |
| CD6-01.04 | Agenda Item No.5 - Petitions | 22 October 2024 |

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| CD6-01.05 | Agenda Item No.6 - Addendum | 22 October 2024 |
| CD6-01.06 | Agenda Item No.6 - Conservative Amendment - Appendix | 22 October 2024 |
| CD6-01.07 | Agenda Item No.10(a) - Conservative Amendment | 22 October 2024 |
| CD6-01.08 | Vote – Agenda Item 6 – Conservative Amendment | 22 October 2024 |
| CD6-01.09 | Vote – Agenda Item 6 | 22 October 2024 |
| CD6-01.10 | Vote – Agenda Item 9 | 22 October 2024 |
| CD6-01.11 | Council minutes | 22 October 2024 |
| CD6-02 Full Council meeting (agenda and votes) 11 February 2025 | | |
| CD6-02.01 | Council Agenda | 11 February 2025 |
| CD6-02.02 | Agenda Item No.2 - Chair's Announcements | 11 February 2025 |
| CD6-02.03 | Agenda Item No.4 - Public Question Time | 11 February 2025 |
| CD6-02.04 | Agenda Item No.6 - Amendment from Councillor Michael Atkins | 11 February 2025 |
| CD6-02.05 | Agenda No.7 - 2025-30 Business Plan and budget Final Settlement Addendum | 11 February 2025 |
| CD6-02.06 | Agenda Item No.7 - Amendments from Individual Councillors | 11 February 2025 |
| CD6-02.07 | Vote - Agenda Item 6 - Recommendations a, b and f | 11 February 2025 |
| CD6-02.08 | Vote - Agenda Item 6 - Recommendations c, d and e | 11 February 2025 |
| CD6-02.09 | Vote – Agenda Item 7 | 11 February 2025 |

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| CD6-02.10 | Vote - Agenda Item 7 – Councillor Ambrose Smith Amendment | 11 February 2025 |
| CD6-02.11 | Vote – Agenda Item 7 – Councillor Boden Amendment | 11 February 2025 |
| CD6-02.12 | Vote – Agenda Item 7 – Councillor Bywater Amendment | 11 February 2025 |
| CD6-02.13 | Vote – Agenda Item 7 – Councillor Corney Amendment | 11 February 2025 |
| CD6-02.14 | Vote – Agenda Item 7 – Councillor Criswell Amendment | 11 February 2025 |
| CD6-02.15 | Vote – Agenda Item 7 – Councillor French Amendment | 11 February 2025 |
| CD6-02.16 | Vote – Agenda Item 7 – Councillor Gardener Amendment | 11 February 2025 |
| CD6-02.17 | Vote – Agenda Item 7 – Councillor Goldsack Amendment | 11 February 2025 |
| CD6-02.18 | Vote – Agenda Item 7 – Councillor Hoy Amendment | 11 February 2025 |
| CD6-02.19 | Vote – Agenda Item 7 – Councillor Hunt Amendment | 11 February 2025 |
| CD6-02.20 | Vote – Agenda Item 7 – Councillor Sharp Amendment | 11 February 2025 |
| CD6-02.21 | Council minutes | 11 February 2025 |
| **CD7 – Planning Applications** | | |
| CD7-01 Proposed Development regarding Genome Campus (Planning Reference: S/4329/18/OL) | | |
| CD7-01.01 | Planning Statement<br><br>Appendix 1: Planning Policy Designations<br><br>Appendix 2: Town Centre Use Assessment | 6 December 2018 |

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| | Appendix 3: Social Infrastructure Strategy<br><br>Appendix 4: Draft Section 106 Heads of Terms | |
| CD7-01.02 | Decision notice | 18 December 2020 |
| CD7-01.03 | Environmental Statement Volume I Chapter 12 Transport and Access | 6 December 2018 |
| CD7-01.04 | Environmental Statement Volume II Appendix 12.1 Transport Assessment Part 1 of 8 | 6 December 2018 |
| CD7-01.05 | Environmental Statement Volume II Appendix 12.1 Transport Assessment Part 2 of 8 | 6 December 2018 |
| CD7-01.06 | Environmental Statement Volume II Appendix 12.1 Transport Assessment Part 3 of 8 | 6 December 2018 |
| CD7-01.07 | Environmental Statement Volume II Appendix 12.1 Transport Assessment Part 4 of 8 | 6 December 2018 |
| CD7-01.08 | Environmental Statement Volume II Appendix 12.1 Transport Assessment Part 5 of 8 | 6 December 2018 |
| CD7-01.09 | Environmental Statement Volume II Appendix 12.1 Transport Assessment Part 6 of 8 | 6 December 2018 |
| CD7-01.10 | Environmental Statement Volume II Appendix 12.1 Transport Assessment Part 7 of 8 | 6 December 2018 |
| CD7-01.11 | Environmental Statement Volume II Appendix 12.1 Transport Assessment Part 8 of 8 | 6 December 2018 |
| CD7-01.12 | Section 106 Agreement redacted | 18 December 2020 |
| CD7-02 Proposed Development in regard with Land at Newbury Farm and Granta Valley LCA (Planning Reference:19/1168/OUT) | | |

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| CD7-02.01 | Visibility Splay based on A-5518368 | 14 August 2020 |
| CD7-02.02 | Section 106 Agreement redacted | 24 May 2021 |
| CD7-02.03 | Planning Statement Part 1 | 21 August 2019 |
| CD7-02.04 | Planning Statement Part 2 | 21 August 2019 |
| CD7-02.05 | Proposed access onto Babraham Road (15 mph forward vis (17m)) | 14 August 2020 |
| CD7-02.06 | Proposed access onto Babraham Road (40mph forward vis (120m)) | 14 August 2020 |
| CD7-02.07 | Proposed access onto Babraham Road (swept-path analysis of a refuse vehicle) | 14 August 2020 |
| CD7-02.08 | Proposed access onto Babraham Road | 14 August 2020 |
| CD7-02.09 | Transport Assessment Part 1 | 21 August 2019 |
| CD7-02.10 | Transport Assessment Part 2 | 21 August 2019 |
| CD7-02.11 | Transport Assessment Part 3 | 21 August 2019 |
| CD7-02.12 | Transport Assessment Part 4 | 21 August 2019 |
| CD7-02.13 | Transport Assessment Part 5 | 21 August 2019 |
| CD7-02.14 | Transport Assessment Part 6 | 21 August 2019 |
| CD7-02.15 | Transport Assessment Part 7 | 21 August 2019 |
| CD7-02.16 | Transport Assessment Part 8 | 21 August 2019 |
| **CD8 – Development Plans for Cambridgeshire and West Suffolk** | | |

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| **CD8- Development Plans for Greater Cambridge Region** | | |
| CD8-01 | Cambridge Local Plan (2018) (**CLP 2018**) | October 2018 |
| CD8-02 | South Cambridgeshire Local Plan (adopted September 2018) (**SCLP 2018**) | 27 September 2018 |
| CD8-03 | Cambridge and Peterborough Minerals and Waste Local Plan (**MWLP**) | July 2021 |
| CD8-04 | Greater Cambridge Housing and Economic Land Availability Assessment (**HELAA**) | September 2021 |
| CD8-05 | Greater Cambridge Emerging Local Plan (**GCELP**) | November 2021 |
| CD8-06 | Greater Cambridge Local Plan Transport Evidence Report Preferred Option Update | October 2021 |
| CD8-07 | Greater Cambridge Local Plan Infrastructure Delivery Plan Interim Report for Greater Cambridge Shared Planning | 14 September 2021 |
| CD8-08 | Cambridgeshire and Peterborough Local Transport Plan (**LTP 2019**) | 17 June 2019 |
| CD8-09 | Cambridgeshire and Peterborough Local Transport and Connectivity Plan | 2023 |
| CD8-10 | Cambridgeshire Local Transport Plan 2011-2031 Long Term Transport Strategy | July 2015 |
| CD8-11 | Cambridgeshire and Peterborough Local Transport – Supporting Bus Strategy | March 2023 |
| CD8-12 | Inspector's Report on the Examination of the South Cambridgeshire Local Plan | 29 August 2018 |
| CD8-13 | Emerging Stapleford and Great Shelford Neighbourhood Plan | December 2024 |
| CD8-14 | Cambridge Southern Fringe Area Action Plan | February 2008 |

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|---|---|---|
| **CD8- Development Plans for West Suffolk** | | |
| CD8-15 | Vision 2031 (2014) Bury St Edmunds | September 2014 |
| CD8-16 | Vision 2031 (2014) Haverhill | September 2014 |
| CD8-17 | Key to former St Edmundsbury area maps | February 2015 |
| CD8-18 | Former St Edmundsbury area whole area map | February 2015 |
| CD8-19 | Bury St Edmunds policies map | February 2015 |
| CD8-20 | Bury St Edmunds town centre policies map | February 2015 |
| CD8-21 | Haverhill policies map | February 2015 |
| CD8-22 | Haverhill town centre policies map | February 2015 |
| CD8-23 | Joint Development Management Policies Document (2015) | February 2015 |
| CD8-24 | Core Strategy (2010) Former SEBC area | December 2010 |
| CD8-25 | Adopted West Suffolk Local Plan | July 2025 |
| **CD9 - Regional and Greater Cambridge Policies** | | |
| CD9-01 | The Case for Cambridge | March 2024 |
| CD9-02 | Greater Cambridge City Deal | June 2014 |
| CD9-03 | Cambridgeshire and Peterborough Devolution Deal | March 2017 |
| CD9-04 | Planning for sustainable growth in the Oxford- Cambridge Arc | February 2021 |

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|---|---|---|
| CD9-05 | Cambridgeshire and Peterborough Independent Economic Review Final Report (**CPIER**) | September 2018 |
| CD9-06 | Greater Cambridge Partnership Governance Assurance Framework 2022 | 2022 |
| CD9-07 | Transport strategy and high level programme for Cambridge and South Cambridgeshire (**TSCSC**)<br><br>Appendix A: The Strategy Area<br><br>Appendix B: The Transport Area<br><br>Appendix C: Trends in Travel Behaviour and Trip Making<br><br>Appendix D: Consolidated List of TSCSC Transport Policies<br><br>Appendix E: References and Useful Documents | March 2014 |
| CD9-08 | Cambridgeshire County Council Surface Water Guidance | June 2021 |
| CD9-09 | Cambridgeshire and Peterborough Insight – Roads, Transport and Active Travel – Transport Insights – ATMP website page | Undated |
| CD9-10 | Realising the Full Potential of Greater Cambridge – written statement of Minister of State for Housing and Planning | 23 August2024 |
| CD9-11 | Cambridgeshire and Peterborough Insight Page: Transport Data Update – Q4 2024 | December 2024 |
| CD9-12 | Cambridgeshire and Peterborough Insight Page: Transport Data Update – Q2 2024 | June 2024 |
| CD9-13 | Addressing water scarcity in Greater Cambridge: update on government measures | 6 March 2024 |
| CD9-14 | Press release - Cambridge Growth Company and the Advisory Council | 21 March 2025 |

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| CD9-15 | Baroness Taylor of Stevenage statement: Realising the Full Potential of Greater Cambridge | 31 October 2024 |
| CD9-16 | Letter appointing Peter Freeman as Chair of the Cambridge Growth Company, the Minister of State for Housing and Planning | 31 October 2024 |
| CD9-17 | Cambridge delivery company: update report to Strategy and Resources Committee, Cambridge City Council | 10 February 2025 |
| CD9-18 | Greater Cambridge Employment and Housing Evidence Update: Employment Land, Economic Development and Relationship with Housing Report | January 2023 |
| CD9-19 | Greater Cambridge Growth Sectors Study: Life science and ICT locational, land and accommodation needs | September 2024 |
| **CD10 – Supplementary Planning Documents** | | |
| CD10-01 | Greater Cambridge Biodiversity Supplementary Planning Document (Adopted February) | February 2022 |
| CD10-02 | District Design Guide Supplementary Planning Document – South Cambridgeshire District Council (Adopted March) | March 2010 |
| CD10-03 | Cambridgeshire Flood and Water Supplementary Planning Document | November 2018 |
| CD10-04 | Cambridge City Sustainable Design and Construction Supplementary Planning Document | January 2020 |
| **CD11 – National Policy and Guidance** | | |
| CD11-01 | National Planning Policy Framework (**NPPF**) | December 2024 (updated 07 February 2025) |

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|---|---|---|
| CD11-02 | Planning Practice Guidance: Open Space, sports and recreation facilities, PRoW and local green space | 6 March 2014 |
| CD11-03 | Planning Practice Guidance: Climate change | 15 March 2019 |
| CD11-04 | Planning Practice Guidance: Noise | 22 July 2019 |
| CD11-05 | Planning Practice Guidance: Housing supply and delivery | 12 December 2024 |
| CD11-06 | Planning Practice Guidance: Historic Environment | 23 July 2019 |
| CD11-07 | Planning Practice Guidance: Biodiversity net gain | 1 May 2024 |
| CD11-08 | Planning Practice Guidance: Green Belt | 27 February 2025 |
| CD11-09 | National Networks National Policy Statement | March 2024 |
| CD11-10 | Government's Autumn Statement | 17 November 2022 |
| CD11-11 | HM Treasury Spring Budget 2024 | March 2024 |
| CD11-12 | Chancellor of the Exchequer's Autumn Budget 2024 | 30 October 2024 |
| CD11-13 | Press release – Reeves: I am going further and faster to kick start the economy | 29 January 2025 |
| CD11-14 | Department for Environment Food and Rural Affairs - Biodiversity Net Gain Metric 4.0 | 28 March 2023 |
| CD11-15 | National Infrastructure Strategy | November 2020 |
| CD11-16 | Build Back Better: Our Plan for Growth | March 2021 |
| CD11-17 | Ten Point Plan for a Green Industrial Revolution | November 2020 |
| CD11-18 | Guidance on the Compulsory purchase process (Ministry of Housing, Communities and Local Government) (**CPO Guidance**) | 31 January 2025 |

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| CD11-19 | Planning Act 2008: guidance related to procedures for the compulsory acquisition of land | 3 September 2013 |
| CD11-20 | Department for Environment, Food and Rural Affairs: The Statutory Biodiversity Metric - User Guide | July 2024 |
| CD11-21 | The Green Book Central Government Guidance on Appraisal and Evaluation | 2022 |
| CD11-22 | MP Matthew Pennycook's Written Ministerial Statement | 23 August 2024 |
| **CD12 – Transport Reports and Papers for Cambridge** | | |
| CD12-01 | Cambridge Guided Busway Post-Opening User Research | 12 September 2012 |
| CD12-02 | Study on the existing busways by Heinen, Panter et al (2014) | 23 December 2014 |
| CD12-03 | A1307 Haverhill to Cambridge - Preferred Options Report | 17 February 2017 |
| CD12-04 | A1307 Study - Options Report Addendum Rev4.0 | 14 November 2017 |
| CD12-05 | Optimised Alternative to Cambridge South East Transport Study Proposal | 28 February 2022 |
| CD12-06 | TUBA Economics TAG Economics parameter file v1.9.18.0 | 18 May 2022 |
| CD12-07.01 | CSRM2 F-series Transport Demand and Public Transport Model Development and Validation Report | May 2022 |
| CD12-07.02 | CSRM2 F-Series Highway Local Model Validation Report (LMVR) | May 2022 |
| CD12-07.03 | CSRM2 F-series Model Forecasting Report | May 2022 |
| CD12-08 | Restoring your Railway Fund Programme Update | June 2022 |
| CD12-09 | Cambridge Biomedical Campus (CBC) Transport Needs Review | 24 June 2022 |

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| CD12-10 | Demonstrating the applicability of using GPS and interview data to understand changes in use of space in response to new transport infrastructure: the case of CGB (Smith, Burgoine et al.) | 17 May 2023 |
| CD12-11 | Transport Data Update – Q1 2025 – Cambridgeshire & Peterborough Insight | 9 May 2025 |
| CD12-12 | On-Road Option Technical Note | September 2025 |
| CD12-13 | A1307 Cambridge to Haverhill Corridor Draft Concepts Report | January 2016 |
| **CD13- National Transport Strategy and Guidance** | | |
| CD13-01 | Bus Back Better: National Bus Strategy for England | March 2021 |
| CD13-02 | National Bus Strategy: 2024 Bus Service Improvement Plans | January 2024 |
| CD13-03 | Decarbonising Transport: A Better Greener Britain | 17 May 2021 (updated on 16 January 2024) |
| CD13-04 | Department for Transport: Gear Change, a bold vision for cycling and walking<br><br>Appendix: Summary principles for cycle infrastructure design | July 2021 |
| CD13-05 | Department for Transport: Transport Business Case Guidance | 16 December 2022 |
| CD13-06 | Cambourne to Cambridge Better Bus Journeys Scheme: Strategic Outline Business Case (**SOBC**) Strategic Case<br><br>Appendix A: SWOT analysis | 23 September 2016 |
| CD13-07 | Department for Transport: Transport and Works Act orders: a brief guide | 14 July 2023 |
| CD13-08 | Department for Transport: Value for Money Framework | November 2024 |

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| CD13-09 | Department for Transport: Transport Analysis Guidance Unit M4 Forecasting and Uncertainty | November 2023 |
| CD13-10 | Department for Transport: Transport Analysis Guidance Uncertainty Toolkit | November 2023 |
| CD13-11 | Department for Transport: Cycle Infrastructure Design containing relevant Local Transport Notes (LTN1/20) | July 2020 |
| CD13-12 | Department for Transport: Guidance on The Transport Appraisal Process | May 2018 |
| CD13-13.00 | Department for Transport: Transport Analysis Guidance An Overview of Transport Appraisal I | January 2014 |
| CD13-13.01 | Department for Transport: Transport Analysis Guidance Unit A2.1 Wider Economic Impacts Appraisal | May 2018 |
| CD13-13.02 | Department for Transport: Transport Analysis Guidance Data Book v1.18 | May 2022 |
| CD13-14 | Department for Transport: Early Assessment and Sifting Tool (EAST) Guidance | 16 December 2022 |
| CD13-15 | Department for Transport: Active Mode Appraisal Toolkit User Guide<br><br>Annex A: Stakeholder Engagement<br><br>Annex B: Glossary of Terms and Acronyms<br><br>Annex C: Infrastructure Type Illustrative Examples | May 2022 |
| **CD14 – Funding Support** | | |
| CD14-01 | Letter from Earmonn Boylan (Homes England) to Peter Blake (GCP) – letter of support to facilitate CSET | 8 September 2025 |
| **CD15 – Landscape and Greenbelt** | | |

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| | | |
| CD15-01 | Guidelines for Landscape and Visual Impact Assessment 3rd Edition (GLVIA3) | 17 April 2013 |
| CD15-02 | Cambridge Inner Green Belt Boundary Study | 5 November 2015 |
| CD15-03 | Greater Cambridge Landscape Character Assessment | 11 February 2021 |
| **CD16- Lighting Guidance** | | |
| CD16-01 | Institution of Lighting Professionals guidance | August 2023 |
| **CD17- Roads and Bridges** | | |
| CD17-01 | Design Manual for Roads and Bridges (**DMRB**) | 29 November 2021 |
| **CD18 – Air Quality** | | |
| CD18-01 | Guidance published by the Institute of Air Quality Management (**IAQM**) | January 2024 |
| CD18-02 | Pollution Prevention Guidance (PPG) 1 | July 2013 |
| CD18-03 | Pollution Prevention Guidance (PPG) 3 | April 2006 |
| CD18-04 | Pollution Prevention Guidance (PPG) 7 | July 2011 |
| CD18-05 | Pollution Prevention Guidance (PPG) 27 | February 2004 |
| CD18-06 | Pollution Prevention Guidance (PPG) 28 | July 2007 |

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| CD18-07 | Guidance for Pollution Prevention (GPP) 2 | January 2017 |
| CD18-08 | Guidance for Pollution Prevention (GPP) 4 | June 2021 |
| CD18-09 | Guidance for Pollution Prevention (GPP) 5 | February 2018 |
| CD18-10 | Guidance for Pollution Prevention (GPP) 6 | April 2023 |
| CD18-11 | Guidance for Pollution Prevention (GPP) 13 | June 2021 |
| CD18-12 | Guidance for Pollution Prevention (GPP) 21 | June 2021 |
| CD18-13 | Guidance for Pollution Prevention (GPP) 22 | October 2018 |
| CD18-14 | Guidance for Pollution Prevention (GPP) 26 | June 2021 |
| **CD19 – Water Drainage and Flood Risk** | | |
| CD19-01 | CIRIA C648 – Control of water pollution from linear construction projects guidance | 2021 |
| CD19-02 | Construction Industry Research and Information Association (CIRIA) C753 - SuDS Manual | 2015 |
| CD19-03 | CSET2 Flood Modelling Technical note - Software version sensitivity test | 2025 |
| CD19-04 | Cambridgeshire County Council Surface Water Drainage Guidance for Developers | May 2025 |
| **CD20 – Heritage and Archaeological** | | |

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| CD20-01 | Granhams Farm Golf Course Neolithic to Medieval; the Archaeological Landscape Surrounding Granhams Farm, from Nine Wells to Hinton Way | December 1999 |
| **CD21 - Additional Documents** | | |
| CD21-01 | Office for National Statistics Census Population Estimates 2011 - 2021 | 20 June 2025 |
| CD21-02 | Local Liaison Forum (LLF) Terms of Reference | 15 May 2024 |
| CD21-03 | UKHPI – Average Price for First Time Buyers in Cambridge compared to Regional and National Prices | 19 June 2025 |
| CD21-04 | Executive Board meeting on Cllr Meschini on 2 October 2024 and reported in Suffolk News | 10 October 2024 |
| CD21-05 | Babraham Campus Impact Report Published by Babraham Research Campus | August 2024 |
| CD21-06 | HM Treasury Guidance on Use of Multi-Criteria Decision Analysis in options appraisal of economic cases | 16 May 2024 |
| CD21-07 | Early Contractor Involvement Programme | 13 December 2024 |

## APPENDIX 2

### Objections, Representations and Statements of Support

| Objections | | CD Ref |
|---|---|---|
| OBJ-01 | C Izzett | CD2-OBJ-01 |
| OBJ-02 | G Gardner | CD2-OBJ-02 |
| OBJ-03 | St John's College, University of Cambridge | CD2-OBJ-03 |
| OBJ-04 | B Reeve | CD2-OBJ-04 |
| OBJ-05 | B Randall | CD2-OBJ-05 |
| OBJ-06 | R Turner | CD2-OBJ-06 |
| OBJ-07 | R Bull | CD2-OBJ-07 |
| OBJ-08 | The Association for Cultural Exchange | CD2-OBJ-08 |
| OBJ-09 | E Turnbull-Jones | CD2-OBJ-09 |
| OBJ-10 | J O'Shaughnessy | CD2-OBJ-10 |
| OBJ-11 | J Robinson | CD2-OBJ-11 |
| OBJ-12 | M Beale | CD2-OBJ-12 |
| OBJ-13 | G Webb | CD2-OBJ-13 |
| OBJ-14 | M Whiting | CD2-OBJ-14 |
| OBJ-15 | J Webb | CD2-OBJ-15 |
| OBJ-16 | T Abbott | CD2-OBJ-16 |
| OBJ-17 | M Pooles | CD2-OBJ-17 |
| OBJ-18 | J W Lamble | CD2-OBJ-18 |
| OBJ-19 | D Stoughton | CD2-OBJ-19 |
| OBJ-20 | D Morgan | CD2-OBJ-20 |
| OBJ-21 | A Unsworth | CD2-OBJ-21 |
| OBJ-22 | M Upshall | CD2-OBJ-22 |
| OBJ-23 | S Edmonson | CD2-OBJ-23 |
| OBJ-24 | M Punshon | CD2-OBJ-24 |
| OBJ-25 | P Cornett | CD2-OBJ-25 |
| OBJ-26 | M Holroyd | CD2-OBJ-26 |
| OBJ-27 | L Clackson | CD2-OBJ-27 |
| OBJ-28 | G Everson | CD2-OBJ-28 |
| OBJ-29 | M Green | CD2-OBJ-29 |
| OBJ-30 | H Warne | CD2-OBJ-30 |
| OBJ-31 | M Wall | CD2-OBJ-31 |
| OBJ-32 | F Hodson | CD2-OBJ-32 |
| OBJ-33 | R Berry | CD2-OBJ-33 |
| OBJ-34 | C Ducati | CD2-OBJ-34 |
| OBJ-35 | S Mack | CD2-OBJ-35 |
| OBJ-36 | A Everson | CD2-OBJ-36 |
| OBJ-37 | S Newman | CD2-OBJ-37 |
| OBJ-38 | M Finchham | CD2-OBJ-38 |
| OBJ-39 | V Ellis | CD2-OBJ-39 |
| OBJ-40 | F Brown | CD2-OBJ-40 |
| OBJ-41 | M Cooper | CD2-OBJ-41 |
| OBJ-42 | P Thompson | CD2-OBJ-42 |
| OBJ-43 | M Kelly and E Kostlich | CD2-OBJ-43 |

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|---|---|---|
| OBJ-44 | K Brown | CD2-OBJ-44 |
| OBJ-45 | R Humphreys | CD2-OBJ-45 |
| OBJ-46 | A Harris | CD2-OBJ-46 |
| OBJ-47 | G Attwood | CD2-OBJ-47 |
| OBJ-48 | L Webber-Gibbs | CD2-OBJ-48 |
| OBJ-49 | O Webber-Gibbs | CD2-OBJ-49 |
| OBJ-50 | R Attwood | CD2-OBJ-50 |
| OBJ-51 | D Watts | CD2-OBJ-51 |
| OBJ-52 | J Whittlestone | CD2-OBJ-52 |
| OBJ-53 | T Lane | CD2-OBJ-53 |
| OBJ-54 | J Willan | CD2-OBJ-54 |
| OBJ-55 | R JC Lane | CD2-OBJ-55 |
| OBJ-56 | J and A Betts | CD2-OBJ-56 |
| OBJ-57 | Dr J V Neal | CD2-OBJ-57 |
| OBJ-58 | E and T Reid | CD2-OBJ-58 |
| OBJ-59 | J Filby | CD2-OBJ-59 |
| OBJ-60 | M Devereux | CD2-OBJ-60 |
| OBJ-61 | R Harris | CD2-OBJ-61 |
| OBJ-62 | R Cassels | CD2-OBJ-62 |
| OBJ-63 | O B Norland | CD2-OBJ-63 |
| OBJ-64 | B Kingsley | CD2-OBJ-64 |
| OBJ-65 | M Jump | CD2-OBJ-65 |
| OBJ-66 | G Marshall | CD2-OBJ-66 |
| OBJ-67 | T Cserep | CD2-OBJ-67 |
| OBJ-68 | D Neal | CD2-OBJ-68 |
| OBJ-69 | S Mulligan | CD2-OBJ-69 |
| OBJ-70 | P S Seaman | CD2-OBJ-70 |
| OBJ-71 | S Christie | CD2-OBJ-71 |
| OBJ-72 | L Deacon | CD2-OBJ-72 |
| OBJ-73 | M Bending | CD2-OBJ-73 |
| OBJ-74 | M Wiesner | CD2-OBJ-74 |
| OBJ-75 | R Barrett | CD2-OBJ-75 |
| OBJ-76 | J Lingard | CD2-OBJ-76 |
| OBJ-77 | H Harwood | CD2-OBJ-77 |
| OBJ-78 | E T Bateman | CD2-OBJ-78 |
| OBJ-79 | N Brewis | CD2-OBJ-79 |
| OBJ-80 | J Jeffreys | CD2-OBJ-80 |
| OBJ-81 | C Howe | CD2-OBJ-81 |
| OBJ-82 | L Hieatt | CD2-OBJ-82 |
| OBJ-83 | C Smith | CD2-OBJ-83 |
| OBJ-84 | S Pearce | CD2-OBJ-84 |
| OBJ-85 | A Baker | CD2-OBJ-85 |
| OBJ-86 | P Clark | CD2-OBJ-86 |
| OBJ-87 | A Cheung | CD2-OBJ-87 |
| OBJ-88 | C and S Dee | CD2-OBJ-88 |
| OBJ-89 | C Kinnear | CD2-OBJ-89 |
| OBJ-90 | A Cole | CD2-OBJ-90 |

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|---|---|---|
| OBJ-91 | J and S Coppendale | CD2-OBJ-91 |
| OBJ-92 | S Jeffreys | CD2-OBJ-92 |
| OBJ-93 | M Forrest | CD2-OBJ-93 |
| OBJ-94 | W Hurrell | CD2-OBJ-94 |
| OBJ-95 | A Caroe | CD2-OBJ-95 |
| OBJ-96 | S T Webb | CD2-OBJ-96 |
| OBJ-97 | P Parker | CD2-OBJ-97 |
| OBJ-98 | L Sikkema | CD2-OBJ-98 |
| OBJ-99 | P Whitmell | CD2-OBJ-99 |
| OBJ-100 | O Arthurs | CD2-OBJ-100 |
| OBJ-101 | R Franks | CD2-OBJ-101 |
| OBJ-102 | C J Powell | CD2-OBJ-102 |
| OBJ-103 | K Maisinger | CD2-OBJ-103 |
| OBJ-104 | A Phillips | CD2-OBJ-104 |
| OBJ-105 | C Woodward | CD2-OBJ-105 |
| OBJ-106 | J Rymell | CD2-OBJ-106 |
| OBJ-107 | C Murray | CD2-OBJ-107 |
| OBJ-108 | D Baranoff-Rossine | CD2-OBJ-108 |
| OBJ-109 | A Dixon | CD2-OBJ-109 |
| OBJ-110 | N and M Faiers | CD2-OBJ-110 |
| OBJ-111 | Great Shelford Parish Council | CD2-OBJ-111 |
| OBJ-112 | P Davidson | CD2-OBJ-112 |
| OBJ-113 | G Willis | CD2-OBJ-113 |
| OBJ-114 | C Slater | CD2-OBJ-114 |
| OBJ-115 | N Caves | CD2-OBJ-115 |
| OBJ-116 | A Hutchings | CD2-OBJ-116 |
| OBJ-117 | A Radmore | CD2-OBJ-117 |
| OBJ-118 | T Alexander | CD2-OBJ-118 |
| OBJ-119 | E and D Sage | CD2-OBJ-119 |
| OBJ-120 | M Ford | CD2-OBJ-120 |
| OBJ-121 | J Woodcock | CD2-OBJ-121 |
| OBJ-122 | D Baxter | CD2-OBJ-122 |
| OBJ-123 | G B Allen | CD2-OBJ-123 |
| OBJ-124 | S Elborne | CD2-OBJ-124 |
| OBJ-125 | S Fleck | CD2-OBJ-125 |
| OBJ-126 | M Stephen | CD2-OBJ-126 |
| OBJ-127 | J Sizer | CD2-OBJ-127 |
| OBJ-128 | E Stanway | CD2-OBJ-128 |
| OBJ-129 | H White | CD2-OBJ-129 |
| OBJ-130 | E Rose | CD2-OBJ-130 |
| OBJ-131 | A Gresham | CD2-OBJ-131 |
| OBJ-132 | S L Squire | CD2-OBJ-132 |
| OBJ-133 | A Trowsdale | CD2-OBJ-133 |
| OBJ-134 | J Trowsdale | CD2-OBJ-134 |
| OBJ-135 | M and M Evans | CD2-OBJ-135 |
| OBJ-136 | D Maguire | CD2-OBJ-136 |
| OBJ-137 | J O'Boyle | CD2-OBJ-137 |

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| OBJ-138 | T Bramley | CD2-OBJ-138 |
| OBJ-139 | R Johnson | CD2-OBJ-139 |
| OBJ-140 | P Robins | CD2-OBJ-140 |
| OBJ-141 | P Cutmore | CD2-OBJ-141 |
| OBJ-142 | J Johnson | CD2-OBJ-142 |
| OBJ-143 | C Thomas | CD2-OBJ-143 |
| OBJ-144 | S and B James | CD2-OBJ-144 |
| OBJ-145 | S Poyser | CD2-OBJ-145 |
| OBJ-146 | Babraham Parish Council | CD2-OBJ-146 |
| OBJ-147 | J Neale | CD2-OBJ-147 |
| OBJ-148 | T Mundy | CD2-OBJ-148 |
| OBJ-149 | D and M Karniely | CD2-OBJ-149 |
| OBJ-150 | R Watson | CD2-OBJ-150 |
| OBJ-151 | K Mundy | CD2-OBJ-151 |
| OBJ-152 | S Bebbington | CD2-OBJ-152 |
| OBJ-153 | D Rudgley | CD2-OBJ-153 |
| OBJ-154 | B A Barry | CD2-OBJ-154 |
| OBJ-155 | L Grasty | CD2-OBJ-155 |
| OBJ-156 | J Pearce | CD2-OBJ-156 |
| OBJ-157 | M Strathern | CD2-OBJ-157 |
| OBJ-158 | M Du | CD2-OBJ-158 |
| OBJ-159 | A and P Edwards | CD2-OBJ-159 |
| OBJ-160 | C Flack | CD2-OBJ-160 |
| OBJ-161 | M Hanley | CD2-OBJ-161 |
| OBJ-162 | J GN King | CD2-OBJ-162 |
| OBJ-163 | P Morgan | CD2-OBJ-163 |
| OBJ-164 | J Johnson | CD2-OBJ-164 |
| OBJ-165 | A Denton | CD2-OBJ-165 |
| OBJ-166 | L Freeman | CD2-OBJ-166 |
| OBJ-167 | C A Greenhalgh | CD2-OBJ-167 |
| OBJ-168 | J Patterson | CD2-OBJ-168 |
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| OBJ-170 | J Patterson | CD2-OBJ-170 |
| OBJ-171 | N Winch | CD2-OBJ-171 |
| OBJ-172 | G Winch | CD2-OBJ-172 |
| OBJ-173 | H Hale | CD2-OBJ-173 |
| OBJ-174 | J Davies | CD2-OBJ-174 |
| OBJ-175 | T Brown | CD2-OBJ-175 |
| OBJ-176 | S Pitman | CD2-OBJ-176 |
| OBJ-177 | S and V Lampon | CD2-OBJ-177 |
| OBJ-178 | E Bennée | CD2-OBJ-178 |
| OBJ-179 | S Brown | CD2-OBJ-179 |
| OBJ-180 | D Minter | CD2-OBJ-180 |
| OBJ-181 | C Minter | CD2-OBJ-181 |
| OBJ-182 | M Snaith | CD2-OBJ-182 |
| OBJ-183 | A Chisholm | CD2-OBJ-183 |
| OBJ-184 | J Rawle | CD2-OBJ-184 |

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| OBJ-185 | R Cranmer | CD2-OBJ-185 |
| OBJ-186 | A Holt | CD2-OBJ-186 |
| OBJ-187 | G Taylor | CD2-OBJ-187 |
| OBJ-188 | N Bennee | CD2-OBJ-188 |
| OBJ-189 | G Hale | CD2-OBJ-189 |
| OBJ-190 | G Godsal | CD2-OBJ-190 |
| OBJ-191 | A Garden | CD2-OBJ-191 |
| OBJ-192 | P O'Donohoe | CD2-OBJ-192 |
| OBJ-193 | C Larner | CD2-OBJ-193 |
| OBJ-194 | K Dixon | CD2-OBJ-194 |
| OBJ-195 | M Levinson-Obank | CD2-OBJ-195 |
| OBJ-196 | K Froggatt | CD2-OBJ-196 |
| OBJ-197 | A Boz | CD2-OBJ-197 |
| OBJ-198 | K Whittlestone | CD2-OBJ-198 |
| OBJ-199 | S Woods | CD2-OBJ-199 |
| OBJ-200 | R Mann | CD2-OBJ-200 |
| OBJ-201 | L Norman | CD2-OBJ-201 |
| OBJ-202 | G Kaneva | CD2-OBJ-202 |
| OBJ-203 | D Lloyd | CD2-OBJ-203 |
| OBJ-204 | C Guzzo | CD2-OBJ-204 |
| OBJ-205 | J Anstead | CD2-OBJ-205 |
| OBJ-206 | L Sigsworth | CD2-OBJ-206 |
| OBJ-207 | D Brooks | CD2-OBJ-207 |
| OBJ-208 | I Smith | CD2-OBJ-208 |
| OBJ-209 | M Lightning | CD2-OBJ-209 |
| OBJ-210 | J Cooper | CD2-OBJ-210 |
| OBJ-211 | M H Davies | CD2-OBJ-211 |
| OBJ-212 | C Moss | CD2-OBJ-212 |
| OBJ-213 | G Bridges | CD2-OBJ-213 |
| OBJ-214 | M and D Sanders | CD2-OBJ-214 |
| OBJ-215 | N Woodbine | CD2-OBJ-215 |
| OBJ-216 | L Blake | CD2-OBJ-216 |
| OBJ-217 | S Blake | CD2-OBJ-217 |
| OBJ-218 | R Doel | CD2-OBJ-218 |
| OBJ-219 | K Lockhart | CD2-OBJ-219 |
| OBJ-220 | P Woods | CD2-OBJ-220 |
| OBJ-221 | D Turnidge | CD2-OBJ-221 |
| OBJ-222 | N Pond | CD2-OBJ-222 |
| OBJ-223 | H Villiers | CD2-OBJ-223 |
| OBJ-224 | D Villiers | CD2-OBJ-224 |
| OBJ-225 | T Coleman | CD2-OBJ-225 |
| OBJ-226 | E Grundel | CD2-OBJ-226 |
| OBJ-227 | E C Schofield | CD2-OBJ-227 |
| OBJ-228 | A Yeo | CD2-OBJ-228 |
| OBJ-229 | A Hunt | CD2-OBJ-229 |
| OBJ-230 | J Durward | CD2-OBJ-230 |
| OBJ-231 | D Collier | CD2-OBJ-231 |

| | | |
|---|---|---|
| OBJ-232 | B Howarth | CD2-OBJ-232 |
| OBJ-233 | Cambridge Ramblers Association | CD2-OBJ-233 |
| OBJ-234 | S Mulrennan | CD2-OBJ-234 |
| OBJ-235 | D Gleaves | CD2-OBJ-235 |
| OBJ-236 | D Leckie | CD2-OBJ-236 |
| OBJ-237 | S Porto | CD2-OBJ-237 |
| OBJ-238 | B Purkiss | CD2-OBJ-238 |
| OBJ-239 | R debeer (Cheveley Park Farms Ltd) | CD2-OBJ-239 |
| OBJ-240 | B Purkiss | CD2-OBJ-240 |
| OBJ-241 | R Calverley | CD2-OBJ-241 |
| OBJ-242 | R Mitchell | CD2-OBJ-242 |
| OBJ-243 | R Stratford | CD2-OBJ-243 |
| OBJ-244 | M A and M Northfield | CD2-OBJ-244 |
| OBJ-245 | British Horse Society | CD2-OBJ-245 |
| OBJ-246 | J Jasiewicz | CD2-OBJ-246 |
| OBJ-247 | I Collis | CD2-OBJ-247 |
| OBJ-248 | S Jeggo (supporting BHS OBJ 245) | CD2-OBJ-248 |
| OBJ-249 | C Leonard (supporting BHS OBJ 245) | CD2-OBJ-249 |
| OBJ-250 | S Pitman | CD2-OBJ-250 |
| OBJ-251 | D B Davies | CD2-OBJ-251 |
| OBJ-252 | A Moss | CD2-OBJ-252 |
| OBJ-253 | C Moss | CD2-OBJ-253 |
| OBJ-254 | G De Palo | CD2-OBJ-254 |
| OBJ-255 | A Redshaw | CD2-OBJ-255 |
| OBJ-256 | Railfuture East Anglia (P Hollinghurst) | CD2-OBJ-256 |
| OBJ-257 | F Foote | CD2-OBJ-257 |
| OBJ-258 | D and J Creed | CD2-OBJ-258 |
| OBJ-259 | I Blomberg | CD2-OBJ-259 |
| OBJ-260 | E Parodi | CD2-OBJ-260 |
| OBJ-261 | A Gannon | CD2-OBJ-261 |
| OBJ-262 | M Foote | CD2-OBJ-262 |
| OBJ-263 | J Butler | CD2-OBJ-263 |
| OBJ-264 | A Battista | CD2-OBJ-264 |
| OBJ-265 | J Lowry | CD2-OBJ-265 |
| OBJ-266 | D Lloyd | CD2-OBJ-266 |
| OBJ-267 | F Grace | CD2-OBJ-267 |
| OBJ-268 | D Grey | CD2-OBJ-268 |
| OBJ-269 | G Briscoe | CD2-OBJ-269 |
| OBJ-270 | R Ford | CD2-OBJ-270 |
| OBJ-271 | F Poglia | CD2-OBJ-271 |
| OBJ-272 | E Patterson | CD2-OBJ-272 |
| OBJ-273 | C Arthur | CD2-OBJ-273 |
| OBJ-274 | K A Hawksworth | CD2-OBJ-274 |
| OBJ-275 | D Mills | CD2-OBJ-275 |
| OBJ-276 | D Bell | CD2-OBJ-276 |
| OBJ-277 | K Foreman | CD2-OBJ-277 |
| OBJ-278 | J H West | CD2-OBJ-278 |

| | | |
|---|---|---|
| OBJ-279 | KE and DS Fletcher | CD2-OBJ-279 |
| OBJ-280 | W M Reynolds | CD2-OBJ-280 |
| OBJ-281 | R J Walsh | CD2-OBJ-281 |
| OBJ-282 | M Redshaw | CD2-OBJ-282 |
| OBJ-283 | D Robinson | CD2-OBJ-283 |
| OBJ-284 | G Huskisson | CD2-OBJ-284 |
| OBJ-285 | Trustee of Magog Trust | CD2-OBJ-285 |
| OBJ-286 | M Craig | CD2-OBJ-286 |
| OBJ-287 | L N Zealey | CD2-OBJ-287 |
| OBJ-288 | T Bruce | CD2-OBJ-288 |
| OBJ-289 | R Wakeford | CD2-OBJ-289 |
| OBJ-290 | S White | CD2-OBJ-290 |
| OBJ-291 | J Bryant | CD2-OBJ-291 |
| OBJ-292 | E Crilley | CD2-OBJ-292 |
| OBJ-293 | E Harris | CD2-OBJ-293 |
| OBJ-294 | M and A Sayer | CD2-OBJ-294 |
| OBJ-295 | A Marshall | CD2-OBJ-295 |
| OBJ-296 | J R Doncaster | CD2-OBJ-296 |
| OBJ-297 | D J Bolland | CD2-OBJ-297 |
| OBJ-298 | C Anastasi | CD2-OBJ-298 |
| OBJ-299 | M Collier | CD2-OBJ-299 |
| OBJ-300 | E Dobson | CD2-OBJ-300 |
| OBJ-301 | K Campbell | CD2-OBJ-301 |
| OBJ-302 | J Campbell | CD2-OBJ-302 |
| OBJ-303 | C Ayling | CD2-OBJ-303 |
| OBJ-304 | D Fraser | CD2-OBJ-304 |
| OBJ-305 | J Copley-May | CD2-OBJ-305 |
| OBJ-306 | G and J Flynn | CD2-OBJ-306 |
| OBJ-307 | S Russell | CD2-OBJ-307 |
| OBJ-308 | S and S Murray | CD2-OBJ-308 |
| OBJ-309 | Swavesey and District Bridleways Association | CD2-OBJ-309 |
| OBJ-310 | K Jessop | CD2-OBJ-310 |
| OBJ-311 | J Whaley | CD2-OBJ-311 |
| OBJ-312 | P Waters | CD2-OBJ-312 |
| OBJ-313 | L Halliday | CD2-OBJ-313 |
| OBJ-314 | A Parker | CD2-OBJ-314 |
| OBJ-315 | N Campbell | CD2-OBJ-315 |
| OBJ-316 | M H Harris | CD2-OBJ-316 |
| OBJ-317 | A Green | CD2-OBJ-317 |
| OBJ-318 | N Waters | CD2-OBJ-318 |
| OBJ-319 | K Roem | CD2-OBJ-319 |
| OBJ-320 | A Baker | CD2-OBJ-320 |
| OBJ-321 | P Caddy | CD2-OBJ-321 |
| OBJ-322 | P Bassett | CD2-OBJ-322 |
| OBJ-323 | H Beattie | CD2-OBJ-323 |
| OBJ-324 | G and N Pick | CD2-OBJ-324 |
| OBJ-325 | Fen Line Users Association | CD2-OBJ-325 |

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|---|---|---|
| OBJ-326 | D Fuller | CD2-OBJ-326 |
| OBJ-327 | K and T Hill | CD2-OBJ-327 |
| OBJ-328 | X He | CD2-OBJ-328 |
| OBJ-329 | R and J Fulton | CD2-OBJ-329 |
| OBJ-330 | J Hall | CD2-OBJ-330 |
| OBJ-331 | N Punshon | CD2-OBJ-331 |
| OBJ-332 | J Sinclair | CD2-OBJ-332 |
| OBJ-333 | H Kettel | CD2-OBJ-333 |
| OBJ-334 | F Cooke | CD2-OBJ-334 |
| OBJ-335 | P Parker | CD2-OBJ-335 |
| OBJ-336 | C Bendelack | CD2-OBJ-336 |
| OBJ-337 | K Deeming | CD2-OBJ-337 |
| OBJ-338 | M Hall | CD2-OBJ-338 |
| OBJ-339 | M Wilkinson | CD2-OBJ-339 |
| OBJ-340 | N Seamarks | CD2-OBJ-340 |
| OBJ-341 | A Bendelack | CD2-OBJ-341 |
| OBJ-342 | J Macpherson | CD2-OBJ-342 |
| OBJ-343 | C J Liu | CD2-OBJ-343 |
| OBJ-344 | O Bendelack | CD2-OBJ-344 |
| OBJ-345 | R Borchert | CD2-OBJ-345 |
| OBJ-346 | F Menzies | CD2-OBJ-346 |
| OBJ-347 | M Wastie | CD2-OBJ-347 |
| OBJ-348 | L Woodburn | CD2-OBJ-348 |
| OBJ-349 | D Beresford-Knox | CD2-OBJ-349 |
| OBJ-350 | C Smith | CD2-OBJ-350 |
| OBJ-351 | H Doviak | CD2-OBJ-351 |
| OBJ-352 | P Mirrlees | CD2-OBJ-352 |
| OBJ-353 | E Leigh | CD2-OBJ-353 |
| OBJ-354 | S Eden-Green | CD2-OBJ-354 |
| OBJ-355 | C Grenz | CD2-OBJ-355 |
| OBJ-356 | Z and S Conway Morris | CD2-OBJ-356 |
| OBJ-357 | J Foreman | CD2-OBJ-357 |
| OBJ-358 | Y Christova | CD2-OBJ-358 |
| OBJ-359 | R French | CD2-OBJ-359 |
| OBJ-360 | A Hodson | CD2-OBJ-360 |
| OBJ-361 | H Crane | CD2-OBJ-361 |
| OBJ-362 | S Ray | CD2-OBJ-362 |
| OBJ-363 | Cambridge Biomedical Campus Ltd | CD2-OBJ-363 |
| OBJ-364 | J Bendelack | CD2-OBJ-364 |
| OBJ-365 | CBRE obo AstraZeneca UK Limited and Medimmune Limited | CD2-OBJ-365 |
| OB2-366 | E Murdie | CD2-OB2-366 |
| OBJ-367 | P Sparks | CD2-OBJ-367 |
| OBJ-368 | J Chisholm | CD2-OBJ-368 |
| OBJ-369 | G Sigsworth | CD2-OBJ-369 |
| OBJ-370 | National Gas Transmission Plc (Addleshaw Goddard LLP representing) | CD2-OBJ-370 |
| OBJ-371 | J Lenihan | CD2-OBJ-371 |

| | | |
|---|---|---|
| OBJ-372 | S Sutton | CD2-OBJ-372 |
| OBJ-373 | P Sutton | CD2-OBJ-373 |
| OBJ-374 | A Sigsworth | CD2-OBJ-374 |
| OBJ-375 | C Arthurs | CD2-OBJ-375 |
| OBJ-376 | H Clapp | CD2-OBJ-376 |
| OBJ-377 | J Baker | CD2-OBJ-377 |
| OBJ-378 | S and G Johnson | CD2-OBJ-378 |
| OBJ-379 | D Walters | CD2-OBJ-379 |
| OBJ-380 | S Kendrew | CD2-OBJ-380 |
| OBJ-381 | A Knight | CD2-OBJ-381 |
| OBJ-382 | The Cambridgeshire and Peterborough branch of the Campaign to Protect Rural England (CPRE) | CD2-OBJ-382 |
| OBJ-383 | S Berridge | CD2-OBJ-383 |
| OBJ-384 | K Bendall | CD2-OBJ-384 |
| OBJ-385 | R Ridley | CD2-OBJ-385 |
| OBJ-386 | J Baxter | CD2-OBJ-386 |
| OBJ-387 | R Oliver | CD2-OBJ-387 |
| OBJ-388 | S Webster | CD2-OBJ-388 |
| OBJ-389 | M Coleman | CD2-OBJ-389 |
| OBJ-390 | H Streeter | CD2-OBJ-390 |
| OBJ-391 | M Fyfe | CD2-OBJ-391 |
| OBJ-392 | N Oliver | CD2-OBJ-392 |
| OBJ-393 | J Grey | CD2-OBJ-393 |
| OBJ-394 | T Atkinson | CD2-OBJ-394 |
| OBJ-395 | J Czylok | CD2-OBJ-395 |
| OBJ-396 | A Wilkinson | CD2-OBJ-396 |
| OBJ-397 | A Coleman | CD2-OBJ-397 |
| OBJ-398 | M Coleman | CD2-OBJ-398 |
| OBJ-399 | P Abbott | CD2-OBJ-399 |
| OBJ-400 | L French | CD2-OBJ-400 |
| OBJ-401 | T Foukaneli | CD2-OBJ-401 |
| OBJ-402 | P G Deere | CD2-OBJ-402 |
| OBJ-403 | S Foote | CD2-OBJ-403 |
| OBJ-404 | M Vigouroux | CD2-OBJ-404 |
| OBJ-405 | C Bell | CD2-OBJ-405 |
| OBJ-406 | P S Kite | CD2-OBJ-406 |
| OBJ-407 | T Johnson | CD2-OBJ-407 |
| OBJ-408 | M Jarvis | CD2-OBJ-408 |
| OBJ-409 | R Jarvis | CD2-OBJ-409 |
| OBJ-410 | J French | CD2-OBJ-410 |
| OBJ-411 | A B Scott | CD2-OBJ-411 |
| OBJ-412 | C J Bow | CD2-OBJ-412 |
| OBJ-413 | M French | CD2-OBJ-413 |
| OBJ-414 | J A Seaman | CD2-OBJ-414 |
| OBJ-415 | R Moore | CD2-OBJ-415 |
| OBJ-416 | M Drinjakovic | CD2-OBJ-416 |
| OBJ-417 | J Philips | CD2-OBJ-417 |

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|---|---|---|
| OBJ-418 | D Kajita | CD2-OBJ-418 |
| OBJ-419 | P Wakefield | CD2-OBJ-419 |
| OBJ-420 | D Sulston | CD2-OBJ-420 |
| OBJ-421 | C Cooper | CD2-OBJ-421 |
| OBJ-422 | R Meyer | CD2-OBJ-422 |
| OBJ-423 | C Hall | CD2-OBJ-423 |
| OBJ-424 | P Meyer | CD2-OBJ-424 |
| OBJ-425 | W Bannell | CD2-OBJ-425 |
| OBJ-426 | S Goddard | CD2-OBJ-426 |
| OBJ-427 | P Ray | CD2-OBJ-427 |
| OBJ-428 | G Pett | CD2-OBJ-428 |
| OBJ-429 | Cadent Gas Limited | CD2-OBJ-429 |
| OBJ-430 | Cambridge Medipark Limited | CD2-OBJ-430 |
| OBJ-431 | CBC Estate Management Limited | CD2-OBJ-431 |
| OBJ-432 | Prologis UK 120 Limited | CD2-OBJ-432 |
| OBJ-433 | Prologis UK CCCLXI S.a.r.l | CD2-OBJ-433 |
| OBJ-434 | T Reid | CD2-OBJ-434 |
| OBJ-435 | Hobson's Conduit Trust | CD2-OBJ-435 |
| OBJ-436 | The Chalk Family | CD2-OBJ-436 |
| OBJ-437 | Network Rail Infrastructure Limited | CD2-OBJ-437 |
| OBJ-438 | U Grabowska | CD2-OBJ-438 |
| OBJ-439 | University of Cambridge | CD2-OBJ-439 |
| OBJ-440 | S Partridge-Hicks, K Hathaway (plots 114 and 113), CPPF, Better Ways for Busways, Magog Trust and Hobson's Conduit Trust | CD2-OBJ-440 |
| OBJ-441 | J Walmswell | CD2-OBJ-441 |
| OBJ-442 | R Hull | CD2-OBJ-442 |
| OBJ-443 | B Easton | CD2-OBJ-443 |
| OBJ-444 | The Pembertons | CD2-OBJ-444 |
| OBJ-445 | J G Meeks | CD2-OBJ-445 |
| OBJ-446 | R Whitehouse | CD2-OBJ-446 |
| OBJ-447 | Cam Valley Forum | CD2-OBJ-447 |
| OBJ-448 | A Mulligan | CD2-OBJ-448 |
| OBJ-449 | C Beattie | CD2-OBJ-449 |
| OBJ-450 | J Sawcer | CD2-OBJ-450 |
| OBJ-451 | S Sharpe | CD2-OBJ-451 |
| OBJ-452 | D Seilly | CD2-OBJ-452 |
| OBJ-453 | A Lindsey | CD2-OBJ-453 |
| OBJ-454 | P Bristow | CD2-OBJ-454 |
| OBJ-455 | A Hall | CD2-OBJ-455 |
| OBJ-456 | A Sykes | CD2-OBJ-456 |
| OBJ-457 | V Bevan | CD2-OBJ-457 |
| OBJ-458 | R Stobart | CD2-OBJ-458 |
| OBJ-459 | A Orgee | CD2-OBJ-459 |
| OBJ-460 | Federation of Cambridge Residents' Associations | CD2-OBJ-460 |
| OBJ-461 | Deal Land LLP | CD2-OBJ-461 |
| OBJ-462 | J Smulko | CD2-OBJ-462 |
| OBJ-463 | J Hardwick | CD2-OBJ-463 |

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|---|---|---|
| OBJ-464 | V Narinian | CD2-OBJ-464 |
| OBJ-465 | Environment Agency | CD2-OBJ-465 |
| OBJ-466 | Cambridge University Hospitals NHS Foundation Trust | CD2-OBJ-466 |
| OBJ-467 | C Morley | CD2-OBJ-467 |
| Representations | | CD Ref |
| REP-01 | Historic England | CD2-REP-01 |
| REP-02 | J Meed | CD2-REP-02 |
| REP-03 | Haverhill Town Council and ONE Haverhill Partnership | CD2-REP-03 |
| REP-04 | Greater Cambridgeshire Shared Planning | CD2-REP-04 |
| REP-05 | Natural England | CD2-REP-05 |
| REP-06 | P Radcliffe Sills | CD2-REP-06 |
| REP-07 | West Suffolk Council | CD2-REP-07 |
| REP-08 | East West Rail | CD2-REP-08 |
| REP-09 | Wellcome Genome Campus Limited | CD2-REP-09 |
| REP-10 | GTC Infrastructure Limited | CD2-REP-10 |
| REP-11 | National Highways | CD2-REP-11 |
| REP-12 | Anglian Water | CD2-REP-12 |
| Support | | CD Ref |
| SUP-01 | J Nitschke | CD2-SUP-01 |
| SUP-02 | P Sanwell | CD2-SUP-02 |
| SUP-03 | B Clawson | CD2-SUP-03 |
| SUP-04 | M Taggart | CD2-SUP-04 |
| SUP-05 | I Williamson | CD2-SUP-05 |
| SUP-06 | A Ljubijankic | CD2-SUP-06 |
| SUP-07 | N Plum | CD2-SUP-07 |
| SUP-08 | E Marshall | CD2-SUP-08 |
| SUP-09 | Canmoor (Property Developer) | CD2-SUP-09 |

## APPENDIX 3

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

The specific purposes for which each plot of Land subject to compulsory acquisition powers is required are set out in the tables below. The first column of each table identifies the plot number that is shown on the Land Plans and used in the Book of Reference. Plots can be grouped in each row to the extent that they relate to the same Work. The second column of each table sets out the corresponding Works numbers as shown on the Works Plans and the broad uses for which the plot in question is required.

**Table 7 Permanent Acquisition**

| **Acquisition of Land – by Plot Number** | | |
|---|---|---|
| **Plot Number/Land Plan sheet:** | **TWAO Work No.** | **Purpose for which the land is required:** |
| 009/1 | 1 | Works to Streets |
| 010/1 | 1 | Works to Streets |
| 011/1 | 1 | Works to Streets |
| 011A/1 | 1 | Worksite and access for construction |
| 012/1 | 1 | Works to Streets |
| 013/1 | 2 | Access track, landscaping and ecology works |
| 014/1 | 2 | landscaping |
| 014A/1 | 2 | Access track, landscaping and ecology works |
| 014B/1 | 2 | Works to Public Right of Way, Landscaping |
| 014D/1 | 2 | Works to Public Right of Way, Landscaping |
| 015/1 | 2 | Access track, landscaping and ecology works |
| 016/1 | 2 | Work site, Access track, landscaping and ecology works |
| 018/1 | 2 | Work site, Access track, landscaping and ecology works |
| 019/1 | 2 | Work site, Access track, landscaping and ecology works |
| 021/1 | 2 | Work site, Access track, landscaping and ecology works |
| 022/1 | 2 | Work site, Access track, landscaping and ecology works |
| 025/1&2 | 2 | Work site, Access track, landscaping and ecology works |

| Acquisition of Land – by Plot Number | | |
|---|---|---|
| **Plot Number/Land Plan sheet:** | **TWAO Work No.** | **Purpose for which the land is required:** |
| 026/1&2 | 2 | Work site, Access track, landscaping and ecology works |
| 028/2 | 3 | Worksite, Works to Public Right of Way, Landscaping and ecology works |
| 014/C/2 | 2 | Landscaping |
| 017/2 | 3 | Landscaping |
| 020/2 | 3 | Landscaping |
| 023/2 | 3 | Landscaping |
| 024/2 | 3 | Works to Public Right of Way, Landscaping |
| 033/2 | 3 | Worksite, Landscaping |
| 034/2 | 3 | Worksite, Landscaping |
| 035/2 | 3 | Worksite, Construction of structure over Garah's Brook, Landscaping |
| 037/2 | 3 | Landscaping and ecology works |
| 038/2&3 | 3 | Worksite, Landscaping |
| 039/2 | 3 | Attenuation Pond, Access track, Environmental Mitigation and landscaping |
| 040/2 | 3 | Access track, landscaping. |
| 041/2 | 3 | Landscaping |
| 043/3 | 3 | Works to Streets |
| 046/3 | 4 | Works to Streets |
| 047/3 | 4 | Work site, landscaping |
| 048/4 | 4 | Environmental Mitigation and landscaping |
| 049/4 | 4 | Works to Streets |
| 051/4 | 4 | New access to the highway from farm |
| 053/4 | 5 | Works to Streets |
| 054/4 | 5 | Works to Streets |
| 057/4 | 5 | Landscaping |

| Acquisition of Land – by Plot Number | | |
|---|---|---|
| **Plot Number/Land Plan sheet:** | **TWAO Work No.** | **Purpose for which the land is required:** |
| 056/5 | 5 | Work site, Hilton way Bus Stop, Landscaping |
| 059/5 | 5 | Work site, Landscaping |
| 059A/5&6 | 5 | New pedestrian access from Retirement village |
| 059B/6&7 | 5 | New pedestrian access from Retirement village |
| 060/7 | 5 | Works to Streets |
| 061/7 | 5 | Works to Streets |
| 064A/6&7 | 5 | New access to the highway from farm |
| 065/6&7 | 6 | New access to the highway from retirement village |
| 066/6 | 6 | Works to Streets |
| 072/7 | 6 | Works to Streets |
| 073/7 | 6 | Works to Streets |
| 065/7 | 6 | Works to Streets and access to private development |
| 067/7 | 6 | Works to Streets and access to private development and access to Haverhill Bus stop |
| 068/7 | 6 | New Pedestrian crossing |
| 069/7 | 6 | Works to Streets, Construction of Pedestrian Footpath and access to Haverhill Bus stop |
| 074/7 | 6 | Work site, Works to Streets. Haverhill Bus stop and Landscaping |
| 077/7 | 6 | Work site and Landscaping |
| 078/8 | 6 | Works to public right of way. |
| 079/8 | 6 | Work site and Drainage works |
| 081/8 | 6 | Landscaping |
| 082/8 | 6 | Landscaping and ecology works, attenuation pond and access |
| 085/8 | 7 | Work site (bridge structure) |

| Acquisition of Land – by Plot Number | | |
|---|---|---|
| **Plot Number/Land Plan sheet:** | **TWAO Work No.** | **Purpose for which the land is required:** |
| 086/8 | 7 | Work site (bridge structure) |
| 089/9 | 7 | Work site (bridge structure) |
| 090/9 | 7 | Landscaping and ecology works, attenuation pond and access |
| 093/9 | 7 | Work site, Landscaping |
| 094/9 | 7 | Landscaping, environmental mitigation, attenuation pond and access |
| 095/9 | 7 | Landscaping, environmental mitigation, attenuation pond and access |
| 096/9 | 7 | Work site and Drainage works |
| 097/9 | 7 | Work site and Landscaping |
| 098/10 | 7 | Work site and Landscaping |
| 099/10 | 7 | Landscaping |
| 100/10 | 7 | Landscaping |
| 101/10 | 7 | Work site and Landscaping |
| 103/11 | 7 | Work site, access track and Landscaping |
| 104/11 | 7 | Works to Streets and access to farmland |
| 105/11 | 7 | Works to Streets and access to farmland |
| 106/11 | 7 | Works to Streets and access to farmland |
| 107/11 | 7 | Works to Streets and access to farmland |
| 116/11 | 8 | Works to Streets |
| 117/11 | 8 | Works to Streets |
| 118/11 | 8 | Works to Streets |
| 119/11/ | 7 | Works to Streets |
| 120/11 | 8 | Works to Streets |
| 121/11 | 8 | Work site and access to Babraham Bus stop |
| 122/11 | 8 | Works to Streets |

| Acquisition of Land – by Plot Number | | |
|---|---|---|
| **Plot Number/Land Plan sheet:** | **TWAO Work No.** | **Purpose for which the land is required:** |
| 124A/12, 124B/12 | 8/9 | Works to Streets, new private means of access |
| 125/12 | 8 | Works to Streets |
| 125A/12 | 8 | Works to Streets |
| 127/12, 127A/12, 127B/12, 127C/12, 127D/12 | | Works to Streets, new private means of access |
| 128/12 | 9 | Works to Streets |
| 129/13 | 9 | Work site (Including Bridge Structure), access track |
| 130/13 | 9 | Worksite and landscaping |
| 131/13 | 9 | Landscaping, attenuation pond and access |
| 135/13&14 | 9 | Landscaping, environmental mitigation, flood compensation area, ecology pond and access |
| 136/14 | 10 | Environmental Mitigation, Attenuation Pond and landscaping |
| 129/14 | 10 | Worksite, Works to Public Right of Way, Environmental Mitigation, Attenuation Pond and landscaping |
| 137/15&16 | 10 | Access to Travel Hub from A1307, Landscaping. |
| 138/15&16 | 10 | New roundabout on the A1307 Cambridge Road |
| 139/15&16 | 10 | New roundabout on the A1307 Cambridge Road |
| 140/15&16 | 10 | New roundabout on the A1307 Cambridge Road |
| 141/15&16 | 10 | New roundabout on the A1307 Cambridge Road |
| 142/16 | 10 | New roundabout on the A1307 Cambridge Road |

**Table 8 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/Land Plan sheet: | TWAO Work No. or location of land where rights sought | Purpose for which the land is required: |
| 001/1 | Francis Crick Avenue | Bus operations (Pass & Repass) |
| 002/1 | Francis Crick Avenue | Bus operations (Pass & Repass) |
| 003/1 | Francis Crick Avenue | Bus operations (Pass & Repass) |
| 004/1 | Francis Crick Avenue | Bus operations (Pass & Repass) |
| 005/1 | Francis Crick Avenue | Bus operations (Pass & Repass) |
| 006/1 | Francis Crick Avenue | Bus operations (Pass & Repass) |
| 007/1 | Francis Crick Avenue | Bus operations (Pass & Repass) |
| 008/1 | Francis Crick Avenue | Bus operations (Pass & Repass) |
| 029/2 | 3 | Access to neighbouring land |
| 031/2 | 3 | Drainage works |
| 032/2 | 3 | Drainage works |
| 036/2 | 3 | Drainage works |
| 092/9 | 7 | Works for utility relocation and access for construction |
| 132/13 | 9 | Works for utility relocation and access for construction |

## APPENDIX 4

## Details on Temporary Possession of Land

**Table 9 Purpose of Temporary Possession of Land**

| **Temporary Possession of Land – by Work Number** | | |
|---|---|---|
| Plot Number/Land Plan sheet: | TWAO Work No. | Purpose for which the land is required: |
| 27/1&2 | 2 | Works to existing Cycle Track, new access and tying in |
| 030/1 | All works | Construction Compound and materials storage |
| 042/3 | All works | Construction Compound and materials storage |
| 044/3 | 3 | Works to existing highway |
| 045/3 | 3 | Works to existing highway |
| 050/4 | 4 | Works to existing highway |
| 052/4 | 4 | Works to existing highway |
| 055/4 | 5 | Works to existing highway |
| 058/5 | All works | Construction compound and Material Storage |
| 062/6&7 | 5 | Works to existing highway |
| 063/6&7 | 5 | Works to existing highway |
| 064/6&7 | 5 | Works to existing highway |
| 070/7 | All works | Construction Compound and Material Storage |
| 071/7 | All works | Construction Compound and Material Storage |
| 075/6&7 | All works | Construction Compound and Material Storage |
| 076/7 | All works | Construction Compound and Material Storage |
| 080/8 | All works | Construction Compound and Material Storage |
| 083/8 | 7 | Worksite and access for construction |
| 084/8 | 7 | Worksite and access for construction |

| Temporary Possession of Land – by Work Number | | |
|---|---|---|
| Plot Number/Land Plan sheet: | TWAO Work No. | Purpose for which the land is required: |
| 087/8 | 7 | Worksite and access for construction |
| 088/8 | 7 | Worksite and access for construction |
| 091/8 | 7 | Worksite and access for construction |
| 093/9 | All works | Material Storage and compound |
| 102/10 | All works | Material Storage and compound |
| 108/11 | 7 | Works to existing highway |
| 109/11 | 7 | Works to existing highway |
| 110/11 | 7 | Works to existing highway |
| 111/11 | 7 | Works to existing highway |
| 112/11 | 7 | Works to existing highway |
| 113/11 | 7 | Works to existing highway |
| 114/11 | 7 | Works to existing highway |
| 115/11 | 7 | Works to existing highway |
| 123/11&12 | All works | Construction Compound and Material Storage |
| 124/12 | All works | Construction Compound and Material Storage |
| 126/12 | 8&9 | Works to existing highway |
| 133/13 | 9 | Access for construction |
| 134/13 | 9 | Access for construction |

## APPENDIX 5

## Details on Planning Direction Drawings

**Table 10 List of Planning Direction Drawings for Information**

| Name | AtkinsRéalis Drawing Name | TWAO Application Drawing Reference Name |
|---|---|---|
| **Existing Layout Drawings** | | |
| 5212868-ATK-GEN-WHL_AL_E-DR-ZL-000017 | Existing Layout Drawings Layout Sheet | **CD1-12.02** |
| 5212868-ATK-GEN-WHL_AL_E-DR-ZL-000001 | Existing Layout Drawings Sheet 1 of 16 | **CD1-12.02** |
| 5212868-ATK-GEN-WHL_AL_E-DR-ZL-000002 | Existing Layout Drawings Sheet 2 of 16 | **CD1-12.02** |
| 5212868-ATK-GEN-WHL_AL_E-DR-ZL-000003 | Existing Layout Drawings Sheet 3 of 16 | **CD1-12.02** |
| 5212868-ATK-GEN-WHL_AL_E-DR-ZL-000004 | Existing Layout Drawings Sheet 4 of 16 | **CD1-12.02** |
| 5212868-ATK-GEN-WHL_AL_E-DR-ZL-000005 | Existing Layout Drawings Sheet 5 of 16 | **CD1-12.02** |
| 5212868-ATK-GEN-WHL_AL_E-DR-ZL-000006 | Existing Layout Drawings Sheet 6 of 16 | **CD1-12.02** |
| 5212868-ATK-GEN-WHL_AL_E-DR-ZL-000007 | Existing Layout Drawings Sheet 7 of 16 | **CD1-12.02** |
| 5212868-ATK-GEN-WHL_AL_E-DR-ZL-000008 | Existing Layout Drawings Sheet 8 of 16 | **CD1-12.02** |
| 5212868-ATK-GEN-WHL_AL_E-DR-ZL-000009 | Existing Layout Drawings Sheet 9 of 16 | **CD1-12.02** |
| 5212868-ATK-GEN-WHL_AL_E-DR-ZL-000010 | Existing Layout Drawings Sheet 10 of 16 | **CD1-12.02** |
| 5212868-ATK-GEN-WHL_AL_E-DR-ZL-000011 | Existing Layout Drawings Sheet 11 of 16 | **CD1-12.02** |

| | | |
|---|---|---|
| 5212868-ATK-GEN-WHL_AL_E-DR-ZL-000012 | Existing Layout Drawings Sheet 12 of 16 | **CD1-12.02** |
| 5212868-ATK-GEN-WHL_AL_E-DR-ZL-000013 | Existing Layout Drawings Sheet 13 of 16 | **CD1-12.02** |
| 5212868-ATK-GEN-WHL_AL_E-DR-ZL-000014 | Existing Layout Drawings Sheet 14 of 16 | **CD1-12.02** |
| 5212868-ATK-GEN-WHL_AL_E-DR-ZL-000015 | Existing Layout Drawings Sheet 15 of 16 | **CD1-12.02** |
| 5212868-ATK-GEN-WHL_AL_E-DR-ZL-000016 | Existing Layout Drawings Sheet 16 of 16 | **CD1-12.02** |
| **Deemed Planning Drawings – Existing Site Sections** | | |
| 5212868-ATK-LDC-WHL_AL-DR-CH-000011 | Deemed Planning Drawings Existing Cross Sections 1 of 10 | **CD1-12.03** |
| 5212868-ATK-LDC-WHL_AL-DR-CH-000012 | Deemed Planning Drawings Existing Cross Sections 2 of 10 | **CD1-12.03** |
| 5212868-ATK-LDC-WHL_AL-DR-CH-000013 | Deemed Planning Drawings Existing Cross Sections 3 of 10 | **CD1-12.03** |
| 5212868-ATK-LDC-WHL_AL-DR-CH-000014 | Deemed Planning Drawings Existing Cross Sections 4 of 10 | **CD1-12.03** |
| 5212868-ATK-LDC-WHL_AL-DR-CH-000015 | Deemed Planning Drawings Existing Cross Sections 5 of 10 | **CD1-12.03** |
| 5212868-ATK-LDC-WHL_AL-DR-CH-000016 | Deemed Planning Drawings Existing Cross Sections 6 of 10 | **CD1-12.03** |
| 5212868-ATK-LDC-WHL_AL-DR-CH-000017 | Deemed Planning Drawings Existing Cross Sections 7 of 10 | **CD1-12.03** |
| 5212868-ATK-LDC-WHL_AL-DR-CH-000018 | Deemed Planning Drawings Existing Cross Sections 8 of 10 | **CD1-12.03** |
| 5212868-ATK-LDC-WHL_AL-DR-CH-000019 | Deemed Planning Drawings Existing Cross Sections 9 of 10 | **CD1-12.03** |

| | | |
|---|---|---|
| 5212868-ATK-LDC-WHL_AL-DR-CH-000020 | Deemed Planning Drawings Existing Cross Sections 10 of 10 | **CD1-12.03** |
| **Deemed Planning Drawings – Proposed Site Plans** | | |
| 5212868-ATK-GEN-WHL_AL-DR-ZL-000017 | Deemed Planning Drawings Sheet Layout | **CD1-12.04** |
| 5212868-ATK-GEN-WHL_AL-DR-ZL-000001 | Deemed Planning Drawings Sheet 1 of 16 | **CD1-12.05** |
| 5212868-ATK-GEN-WHL_AL-DR-ZL-000002 | Deemed Planning Drawings Sheet 2 of 16 | **CD1-12.05** |
| 5212868-ATK-GEN-WHL_AL-DR-ZL-000003 | Deemed Planning Drawings Sheet 3 of 16 | **CD1-12.05** |
| 5212868-ATK-GEN-WHL_AL-DR-ZL-000004 | Deemed Planning Drawings Sheet 4 of 16 | **CD1-12.05** |
| 5212868-ATK-GEN-WHL_AL-DR-ZL-000005 | Deemed Planning Drawings Sheet 5 of 16 | **CD1-12.05** |
| 5212868-ATK-GEN-WHL_AL-DR-ZL-000006 | Deemed Planning Drawings Sheet 6 of 16 | **CD1-12.05** |
| 5212868-ATK-GEN-WHL_AL-DR-ZL-000007 | Deemed Planning Drawings Sheet 7 of 18 | **CD1-12.05** |
| 5212868-ATK-GEN-WHL_AL-DR-ZL-000008 | Deemed Planning Drawings Sheet 8 of 16 | **CD1-12.05** |
| 5212868-ATK-GEN-WHL_AL-DR-ZL-000009 | Deemed Planning Drawings Sheet 9 of 16 | **CD1-12.05** |
| 5212868-ATK-GEN-WHL_AL-DR-ZL-000010 | Deemed Planning Drawings Sheet 10 of 16 | **CD1-12.05** |
| 5212868-ATK-GEN-WHL_AL-DR-ZL-000011 | Deemed Planning Drawings Sheet 11 of 16 | **CD1-12.06** |
| 5212868-ATK-GEN-WHL_AL-DR-ZL-000012 | Deemed Planning Drawings Sheet 12 of 16 | **CD1-12.06** |

| | | |
|---|---|---|
| 5212868-ATK-GEN-WHL_AL-DR-ZL-000013 | Deemed Planning Drawings Sheet 13 of 16 | **CD1-12.06** |
| 5212868-ATK-GEN-WHL_AL-DR-ZL-000014 | Deemed Planning Drawings Sheet 14 of 16 | **CD1-12.06** |
| 5212868-ATK-GEN-WHL_AL-DR-ZL-000015 | Deemed Planning Drawings Sheet 15 of 16 | **CD1-12.06** |
| 5212868-ATK-GEN-WHL_AL-DR-ZL-000016 | Deemed Planning Drawings Sheet 16 of 16 | **CD1-12.06** |
| **Deemed Planning Drawings – Proposed Site Sections** | | |
| 5212868-ATK-LDC-WHL_AL-DR-CH-000001 | Deemed Planning Drawings Proposed Cross Sections 1 of 10 | **CD1-12.07** |
| 5212868-ATK-LDC-WHL_AL-DR-CH-000002 | Deemed Planning Drawings Proposed Cross Sections 2 of 10 | **CD1-12.07** |
| 5212868-ATK-LDC-WHL_AL-DR-CH-000003 | Deemed Planning Drawings Proposed Cross Sections 3 of 10 | **CD1-12.07** |
| 5212868-ATK-LDC-WHL_AL-DR-CH-000004 | Deemed Planning Drawings Proposed Cross Sections 4 of 10 | **CD1-12.07** |
| 5212868-ATK-LDC-WHL_AL-DR-CH-000005 | Deemed Planning Drawings Proposed Cross Sections 5 of 10 | **CD1-12.07** |
| 5212868-ATK-LDC-WHL_AL-DR-CH-000006 | Deemed Planning Drawings Proposed Cross Sections 6 of 10 | **CD1-12.07** |
| 5212868-ATK-LDC-WHL_AL-DR-CH-000007 | Deemed Planning Drawings Proposed Cross Sections 7 of 10 | **CD1-12.07** |
| 5212868-ATK-LDC-WHL_AL-DR-CH-000008 | Deemed Planning Drawings Proposed Cross Sections 8 of 10 | **CD1-12.07** |
| 5212868-ATK-LDC-WHL_AL-DR-CH-000009 | Deemed Planning Drawings Proposed Cross Sections 9 of 10 | **CD1-12.07** |
| 5212868-ATK-LDC-WHL_AL-DR-CH-000010 | Deemed Planning Drawings Proposed Cross Sections 10 of 10 | **CD1-12.07** |