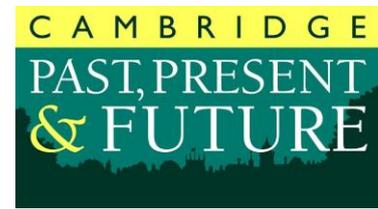


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08/07/2022

Dear Jo

Response to Cambourne to Cambridge Busway Environmental Impact Assessment - Public Consultation.

Cambridge Past, Present & Future is Cambridge's largest civic society. We are a charity run by local people who are passionate about where they live. We operate in the greater Cambridge area and working with our members, supporters and volunteers we:

- Are dedicated to protecting and enhancing the green setting of Cambridge for people and nature.
- Care about Cambridge and are an independent voice for quality of life in the strategic planning of Greater Cambridge.
- Are working to protect, celebrate and improve the important built heritage of the Cambridge area.
- Own and care for green spaces and historic buildings in and around the city for people and nature, including Wandlebury Country Park, Coton Countryside Reserve, Cambridge Leper Chapel & Barnwell Meadows, Bourn Windmill and Hinxtton Watermill.

In respect to the proposals for the Cambourne to Cambridge Busway, Cambridge Past, Present & Future is also a landowner and the charity's land would be required for this scheme. The land also has legal covenants to protect it, including those held by the National Trust. We have made clear to you that the charity objects to your scheme and does not wish to allow its land to be used for the construction of the route. The trustees of the charity will respond separately to you from a landowner perspective, after they have been able to meet to discuss this matter in early August.

Our response is provided on an entirely **without prejudice basis**.

Introduction & Overview

As you are aware from previous correspondence, Cambridge Past, Present & Future supports the improvement of public transport and active travel between Cambourne and Cambridge, however we believe that a route alignment within the corridor of the A1303 can meet the needs for a high quality public transport system with much less harm to ecology, landscape and green belt than the route through open countryside that is being proposed. As a result we strongly object to the route chosen for your scheme. We have previously put forward this case to you in public meetings and in our responses to previous consultations,

including our ideas for an alternative public transport and active travel scheme, which can be found by [clicking here](#).

Your latest consultation asks us how the impacts of your proposed scheme could be avoided or mitigated. You will be aware that the recommended mitigation hierarchy is to:

1. Avoid impact
2. Minimise impact
3. Restore after impact
4. Offset impact

Many of the worst impacts of your proposed scheme will occur from Hardwick to Cambridge and these can be **avoided** by providing a high quality public transport scheme within the A1303 corridor and an active travel route by extending the Comberton Greenway; this approach would be compliant with the mitigation hierarchy and we repeat our request that the Greater Cambridge Partnership carry out work to properly assess the alternatives and compare them to the scheme you are proposing, so that we can all judge whether the damage that will be caused by your preferred route can be justified.

In our response to this consultation we have not set out the evidence for an alternative, nor some of the evidence against your preferred route, such as the Benefit Cost Ratio. We are responding directly to your consultation in good faith, and this is intended to provide you with information that you will find helpful in planning to mitigate the impacts of your proposed scheme, however this information is being provided on a without prejudice basis to our overall objection to constructing a new road and associated infrastructure through open countryside in the Coton Corridor. Where we have responded positively this should not, in any way, be considered as indicating support for your preferred route.

Below we respond to the impacts on the various sections of the route from Cambourne to Cambridge:

Section B - Bourn Airfield

CambridgePPF has previously raised concerns about the route through Bourn Airfield, as part of our responses to proposals for the busway and the planning application for the redevelopment of the Airfield:

- The route is aligned too far to the north of the development meaning that it will not well serve the new residents of Bourn Airfield, who will have to travel to reach it (some residents will be 1km away). It would be preferable to route the busway through the middle of the development. If East-West Rail is provided, then the busway could have the potential to connect residents to a new station, but the current alignment largely precludes this due to being located too far north (it would be nearly as quick for people to travel direct to the new station as to reach the busway).
- The significant bend in the route does not future-proof the infrastructure for other uses such as light rail. It also slows vehicles, reducing journey times.

Section C - Childerley Gate

The route through this section would destroy landscaping/habitat that was created to offset the impact of the construction of the A428. There would be a loss in biodiversity.

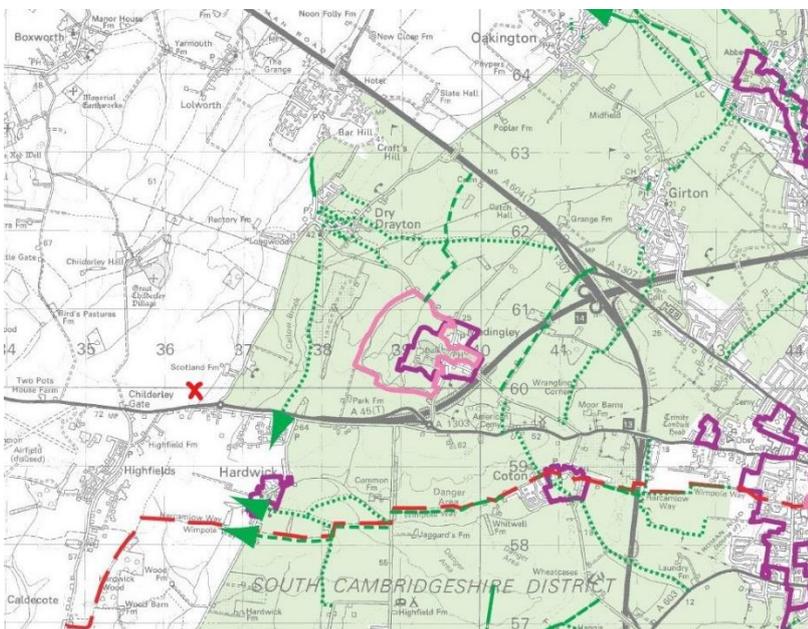
We wish to raise concerns about the proposal to create an island of new habitats surrounded by busy roads at the eastern section, between the A428, St Neots Road and existing balancing pond. Any wildlife taking up residence here would face the risk of being killed on surrounding major roads and the ecological benefits are likely to be reduced by the physical barriers and ecological severance created by the roads. We are particularly concerned about plans to locate a SUDS pond here, which will attract wildlife and could lead to the deaths of a large number of amphibians attempting to cross busy roads to breed. In our view, this proposal represents poor ecological planning, and we would encourage you to instead consider creating new

habitat in a location which is better connected to other natural habitats and where the wildlife that moves in is not at high risk of being killed. We are aware that there is already a SUDS pond in this location that was created as part of the A428 but we advise you against repeating that mistake.

However, it may be appropriate in this location to plant trees in order to have a mitigating impact on traffic noise and transport infrastructure – as well as some wildlife benefits.

Section D - Scotland Road Park & Ride

We note that the proposed location for a giant car park in the countryside is within the Green Belt, in a visible location towards the top of the hill and adjacent to a stream and a public right of way (enjoyed for walking in the countryside). We note that the land on the opposite side of Scotland Road is not in the Green Belt, would be screened by the farm buildings, is not near a watercourse and would not impact the amenity of users of a public right of way. In planning and landscape terms, the harm caused by the Park & Ride could be best mitigated by siting it on the land on the opposite side of Scotland Road. Indicated by an X on the image below.



We list here some of the reasons against building a large car park:

1. For buses to serve the P&R, they must divert across the A428, adding to the journey time from Cambourne and Bourn Airfield rather than reducing that journey time (the aim of the scheme).
2. If there are more frequent services from the P&R than from Cambourne/Bourn then it will undermine the bus service from Cambourne/Bourn, as people who have a car will drive to the P&R to pick up a cheaper, more frequent service into Cambridge.
3. It adds significantly to the embodied carbon cost of the project.
4. It adds to the cost for little, if any, net benefit.
5. A bus station at Cambourne, served by express buses to/from St Neots and by feeder (including demand-responsive) services from surrounding villages, would be a much more appropriate investment.

If a car park is necessary, we question whether it is necessary to construct a car park of this scale, given that the main aim of the scheme is to transport people from Cambourne and Bourn (where they will alight). Some of the harm caused by the Park & Ride could be mitigated by a phased construction, in which the area for the Park & Ride is expanded to meet any future demand. In the interim, the unused land could be planted with

wildflowers to provide temporary habitat (which could become permanent if the full extent of the Park & Ride is not required).

We support the proposed habitat creation adjacent to Callow Brook, where there is habitat connectivity into the wider countryside. We agree that there is a risk of impact on the Callow Brook in terms of water run-off pollution and also flooding. The Brook is already over-incised due to field drainage, and it is important that run-off rates are not increased by the proposed car park.

We note that your plans indicate creating nature rich grassland. The GCP's Landscape, Ecology & Heritage group has previously raised concerns with you about creating small, isolated areas of grassland habitat because it is often very difficult and expensive to maintain these to achieve ecological benefits (for example through annual cutting and collecting or grazing), as a result they do not achieve the ecological value hoped for. As an example, Cambridgeshire County Council has neglected the management of species rich verges at Babraham Park & Ride, which have been encroached upon by scrub. The recommendation of the GCP's Landscape, Ecology & Heritage group was to create larger areas of grassland habitat (ideally adjacent to existing grassland) or failing that, to prioritise other habitat that can more easily be maintained, such as woodland or scrub. We note that the priority habitat for this area in the [Cambridge Nature Network](#) is woodland.

We note that solar panels for car ports are inappropriate development in the green belt and that they would contribute to adverse impacts. Whilst permission has been granted for solar car ports at Babraham Road P&R in Cambridge, this site is fully screened by trees and therefore there is no visual impact.

Section E - Hardwick

CambridgePPF strongly supports an on-road route via St Neots Road because this would minimise the loss of trees. We note that you are suggesting that this could only be an option if St Neots Road is closed to through traffic, to which we make the following points:

- There is not sufficient evidence that traffic volumes along this stretch of road are, or will be, so high that buses running along the road would be delayed significantly compared to buses running on a segregated route. Therefore, it would be possible to both avoid harm to woodland and keep the road open to traffic. Certainly, outside of the morning rush-hour no case can be made, and therefore consideration should also be given to a time-limited restriction on through traffic, which may be more acceptable to local residents (eg through camera control rather than a bus gate).
- We note that the GCP is proposing to provide a separate active travel route from Hardwick to Cambridge (part of the Comberton Greenway) which will be accessed to the south of the village. We also note that this would avoid the steep incline of Madingley Hill and be away from vehicles and therefore is likely to better meet the needs of users.
- We agree that the views of Hardwick Residents should inform your plans.

We strongly support the modification to the route running south of the Waterworks site, as we proposed it to you. This modification meets the requirements of the mitigation hierarchy because it would avoid harm to mature woodland and meadow habitat and has the advantages of moving infrastructure further from the busy Maddingley Mulch roundabout and also helping to slow speeding traffic on Long Road.

We note that you are proposing to create areas of grassland habitat on the land that would be between the new busway and St Neots Road/Long Road and the Waterworks site. We understand that this is subject to landowner agreement. We understand the logic for the choice of habitat type because it would match that found on the Waterwork's site, and we have no objection to this in principle. However, we note that there are likely to be difficulties managing these small grassland areas in perpetuity (ie grazing them or cutting and collecting hay) and that the priority habitat for this area in the [Cambridge Nature Network](#) is woodland – and the nearest designated habitat is Madingley Wood SSSI, which at its closest point to the habitats at the

Waterworks is only 600m away. CambridgePPF recently took the decision to convert 2 acres of grassland into woodland because of these reasons (on a site located 650m from Madingley Wood SSSI).

It is unclear whether new habitats would be open to the public or remain as private land. The implications of this are that fencing may be required, which could have an impact on visibility in the landscape; or that there would be disturbance to wildlife and habitats which would reduce any Biodiversity Net Gain calculations.

You have indicated that the crossing of Long Road could be an “Area where wayfinding features, lighting, seating points and cycle parking may be proposed”. We note that this location is in the greenbelt and currently has a very rural impression. Accordingly, any ancillary infrastructure or features in this location should be kept to a minimum to avoid/minimise urbanisation impacts. Any infrastructure that is required should be designed to fit into a rural landscape (eg use of wooden and natural materials, etc).

Section F - North of Coton

Ecological Impact

The greatest area of ecological impact caused by this scheme will be between Cambridge Road (Coton) and Ada Lovelace Road. This will result in the destruction of 1km of habitat, to a width of at least 20metres, in other words at least 20,000m² of habitat loss (5 acres). This includes bisecting a City Wildlife Site. The habitat lost will include priority biodiversity habitats such as scrub and traditional orchard, as well as mature trees and a meadow. These are identified on the Phase 1 Habitat Survey carried out in 2017/18. The habitat currently has no public access and so also acts as a refuge for wildlife on the edge of the village. It is likely that your scheme would also have additional indirect impacts on biodiversity in these locations during construction (noise, dust, disturbance, severance, pollution) and during operation (severance, pollution, disturbance – including from active travel users).

We note that most of this area was not surveyed as part of the ecological surveys carried out in 2017/18 due to access not being granted by the owner (eg invertebrate, reptile, breeding bird, bat surveys). This means that we are not yet able to comment on the impact on particular species.

The information provided in the consultation document fails to adequately describe the likely impact and could be considered as misleading, “These include a host of ecological surveys across multiple sites, including for bats; and in the Coton Orchard, where there will be some loss of trees.” Given that this area of land is private and therefore the public would be unaware of it, it would have been expected that you would have explained the likely ecological impact when consulting people about the environmental impact of the scheme.

It will not be possible for you to avoid, minimise or restore and in order to achieve a biodiversity net gain you will need to create new habitat offsite from where the damage will occur.

It would be possible to avoid this ecological destruction by delivering an alternative scheme in the A1303 corridor, as we have previously proposed and submitted to you ([click here](#)). This would follow the recommended mitigation hierarchy, which is to:

1. Avoid impact
2. Minimise impact
3. Restore after impact
4. Offset impact

We note that you propose to plant the meadow at Rectory Farm with woodland. We have no objection to this but note that this is unlikely to achieve a significant gain in biodiversity due to the existing value of the meadow and the low score given to new woodland in the biodiversity scoring matrix. We have concerns about the location of the pond in your plans in relation to amphibians and the fact that the pond would be

adjacent to the M11 and the bus road – with the risk of significant animal deaths – it would be preferable to locate this further away from roads or use landscaping to discourage animals from reaching the roads.

Cross section profile

The consultation material is unclear as to whether the new road would be visible from Red Meadow Hill. Although the caption under the artist's impression states that it would not be, the diagram beneath, which shows sightlines, does not include a sightline from Red Meadow Hill. Given that Red Meadow Hill is higher we would like the Environmental Statement to show the sightline from the hill. Below is our indication of a section of the route from the hill:



We support the proposal for mounding, but do not support proposals for the use of screening vegetation along open sections of the route (ie between Madingley Mulch and Coton village). Hedges or rows of trees in an east-west direction would introduce new boundary features into the landscape in an unusual way (ie not related to field patterns), and would draw attention to the fact that a new road has been constructed in the countryside. Tall vegetation would also have the effect of blocking views, which are important in this location and would be enjoyed by users of an active travel path.

However, the undulating landscape means that the route will be more visible in some locations than others, for example along some sections of Whitwell Way. Although people won't see the road they will see the buses using it, which will have a detrimental impact on their enjoyment of the landscape. In these more visible locations consideration could be given to the planting of trees, which would help to screen the buses. Small "copses" of trees would be less out of place in the landscape than rows of trees/hedges and in our view the benefit of these copses helping to screen buses in highly visible locations may outweigh the impacts of small changes to the landscape.

The priority wildlife corridor between Madingley Mulch and Coton village runs north-south from Madingley Wood SSSI towards Barton Rifle Range, not east-west. This is shown in research carried out by the Wildlife Trust BCN for the [Cambridge Nature Network](#).

Impact on views along the route

There is no consideration in the consultation material regarding the visual impact of the scheme when looking along the route. There will be views/impacts looking along the road from Cambridge Road (Coton), from the public footpath between Coton and the American Cemetery and also from Long Road. There will also be impacts for users of the active travel route. Your scheme has been designed to be very straight, this will result in very long views of the road and a high degree of detrimental impact (eg see our mock up below). This impact can easily be mitigated by creating gentle curves in the route. Through the GCP Landscape, Ecology & Heritage group we have previously raised this issue and the group considered that this would be appropriate. However this advice has not been acted upon, we assume at the request of engineers who have a preference for straight lines. Given that the route would be crossing a popular footpath (uncontrolled crossing) and

Cambridge Road (also a footpath) we would expect vehicle speeds to be restricted on this section anyway, and so gentle curves would also help to reinforce speeds and improve safety.

Further, the active travel route is up the biggest hill in the area and towards the prevailing wind. Active travel users struggling up the hill are unlikely to be motivated by a long straight road with buses speeding along it. A more sinuous route would be much more preferable.

In short, we see no evidence of attempting to mitigate the impact on views along the route despite the fact this has been recommended, could easily be achieved and would have other benefits such as improved safety and better for active travel users.



Mock up of view from Cambridge Road (Coton) looking west.

Habitat mitigation/creation

We note that you are proposing to create areas of grassland habitat adjacent to the bus road. We understand that this is subject to landowner agreement. The GCP's Landscape, Ecology & Heritage group has previously raised concerns with you about creating small, isolated areas of grassland habitat because it is often very difficult and expensive to maintain these to achieve ecological benefits (for example through annual cutting and collecting of hay or livestock grazing), as a result they do not achieve the ecological value hoped for. The group did not want to see previous failures on other schemes, eg St Ives guided busway, repeated for GCP schemes. The recommendation of the Landscape, Ecology & Heritage group was to create larger areas of grassland habitat (ideally adjacent to existing grassland) or failing that, to prioritise other habitat that can more easily be maintained, such as woodland or scrub.

We note that the priority habitat for this area in the [Cambridge Nature Network](#) is woodland. The priority wildlife corridor between Madingley Mulch and Coton village runs north-south from Madingley Wood SSSI towards Barton Rifle Range, not east-west. This is shown in research carried out by the Wildlife Trust for the [Cambridge Nature Network](#).

We also note that creating strips of woodland or hedgerow along the exposed and open section of the route (Madingley Mulch to the Coton-Madingley footpath) is unlikely to be acceptable in landscape terms.

The section of the route between Long Road and Madingley Mulch is backed by trees and therefore planting trees in this location would be appropriate in landscape terms, including a high hedge or row of trees on the southern boundary to screen buses in this exposed location – it would also connect to existing woodland. You have proposed grass in this location.

Drainage & Suds

We have previously drawn your attention to work that we commissioned to identify opportunities for natural flood management in the Bin Brook valley. This highlights that water draining from farmland crossed by your route is a factor in poor water quality and flooding in the Bin Brook. Flooding in the Bin Brook has included

damage to property and resolving this is an ongoing priority for the Environment Agency and County Council Flood Team. Your scheme creates a risk of exacerbating these problems (during construction and operation) but also provides an opportunity to go beyond “not making things worse” and to help alleviate an ongoing problem for the community. We encourage you to discuss with the two agencies how you could do this by working together.

Your proposed SUDS pond is in close proximity to one of the ditches draining to the Bin Brook and we hope that it is intended that you would also use this pond to intercept water in the ditch, thereby helping to hold back water during heavy rainfall events. The ditch also provides some degree of connectivity between your SUDS and the Bin Brook (not withstanding the poor ecological quality of the ditch and the fact that it is culverted through parts of the village).

Your consultation material only shows two SUDS ponds. Given the slopes, history of flooding in Coton and water quality issues in the Bin Brook we are concerned that no SUDS are indicated in-between the two shown.

Other impacts

You have indicated that the crossing of Cambridge Road could be an “Area where wayfinding features, lighting, seating points and cycle parking may be proposed”. We note that this location is in the greenbelt and acts as one of the gateways to the village. Accordingly, any ancillary infrastructure or features in this location should be kept to a minimum to avoid/minimise urbanisation impacts. Any infrastructure that is required should be of high quality and designed to enhance the village setting (eg use of sympathetic materials, etc and not standard highways infrastructure).

Section G - M11 Bridge and West Cambridge site

You are aware that National Highways is reviewing the slip road exit from the M11 very close to the location of the proposed bridge, with the possibility of road widening as a consequence, which would create a need to increase the span of the bridge. It is unclear whether this could have other consequences such as increased land take or ecological loss.

Section H - West Cambridge to Grange Road

Ecological Impact

As it leaves the West Cambridge Campus the route will cross a stream and destroy part of a County Wildlife Site (Hedgerows East of M11). This will not only directly destroy habitat but also have a severance impact on the remaining habitat. This is not described in the consultation material.

The route shown in the consultation material seems to indicate that where the route joins the Rifle Range track that it would cut across an area of thick hedgerow that runs north-south adjacent to “Top Pitch”. This habitat destruction seems unnecessary and could be avoided by a slight realignment of the route so that it joins the Rifle Range track before the north-south hedge (following the mitigation hierarchy of firstly avoiding harm).

The consultation plans indicate the creation of grassland habitat adjacent to the Bin Brook, however there is already habitat in this location, including riparian trees and shrubs and grassland. Repeating our points above about the difficulties of achieving good and sustainable ecological outcomes for small isolated areas of grassland, it is unclear to what extent your proposals in this area might actually achieve a benefit.

Repeating our points above, about the difficulties of achieving good and sustainable ecological outcomes for small isolated areas of grassland, we would highlight that this is what is proposed for the land between the route and the University Sports Ground.

We support the creation of ponds in this area, which will complement existing ponds in this wildlife corridor and could help to increase the local population of Great Crested Newts. It is hoped that the ponds would have permanent water rather than being swales.

Impact on landscape, heritage and amenity

The section of Rifle Range track beyond the Ruby Club Training Ground is attractive, particularly when facing west. It has the feel of what it is, a farm track in the green belt. This track is well used and enjoyed by the local community for walking even though it is not a public right of way. The amenity to the community would be damaged by turning the farm track into a bus road and consigning walkers to a surfaced path next to it, which they will share with cyclists. This impact will be further worsened by the intrusion of significant bridge infrastructure. The cumulative effect will be to extend urbanisation 500 metres further into the green belt.

There is no information in the consultation material regarding pedestrian access along the Rifle Range track during construction and therefore the extent to which there could be a temporary loss of public amenity. We would urge you to consider the track as if it were a public footpath.

We note that the proposals show new tree/hedge planting to the south of the Rifle Range track but for walkers using the track this would have the effect of removing the view across the field and hemming them in. A better approach could be to plant a small number of specimen trees so that there are still views under/between trees and also some screening for properties to the south.

Regarding the strips of hedging between the route and University Sport Ground. We understand what you are trying to achieve but we would like to point out this is likely to be undesirable for users of the active travel path, especially at night because the hedging will create hidden corners where people could be assaulted. Therefore, from a personal security and “designing out crime” perspective, we recommend that the strips of hedge are only considered for the west of the route.

At the junction with Grange Road the loss of trees will have a negative impact on the West Cambridge Conservation Area and adjacent listed buildings. It is unclear from the information what is proposed to mitigate this impact.

We also note that as the bus road leaves the Campus it will cut across the walking and cycling routes to Coton village, meaning that active users will have their journeys delayed by having to stop and give way to buses.

Proposed Active Travel route

We have previously submitted requests/evidence to you that your proposed active travel route is not the best available active travel route between Cambourne and Cambridge, this is because your route traverses a big hill (with a height gain of 40 metres), it will be adjacent to vehicles (either buses or highway traffic) and it will be distant from some residents in Bourn Airfield and Cambourne. The alternative is to extend the Comberton Greenway from Hardwick, via the public bridleway to Highfields Caldecote. From there a short section of new route is required to reach the Bourn Airfield development ([click here for more information and scroll to p35](#)). This active travel route has already been identified by Cambridgeshire County Council as a priority. This route has the advantages that it avoids the big hill (it is undulating), is away from vehicles (thus safer and also more attractive) and can be more easily accessed from the centres of Bourn Airfield and Cambourne. It is therefore likely to be better used and generate greater modal shift. Due to the hill we believe there may be equality issues in not pursuing this option (see below).

Given that there is a viable (better) alternative, the harm to ecology, landscape, heritage and green belt of constructing a very wide new active travel route through open countryside is not justified.

The consultation material states that a service road would be required for the guided busway, and so this can also function as an active travel route (eg same as the St Ives busway), however our understanding is that a

service road is only a requirement for a physically guided bus system and is not required for an optically guided bus system (an optical system is essentially a road). The EIA is considering both options. If a physical guidance system is required then it would make sense that this also provides an active travel route, however if an optical guidance system is preferred then the case for providing a full-width, segregated active travel route is weak.

Any active travel/service road provision alongside the busway, should be kept to a minimum in order to avoid and minimise harm to ecology, landscape, heritage and green belt. This could be simply a 2–3m wide shared-use path, separated from the road by a narrow verge. Such a design would be compatible with LTN1/20: “4.4.4 ... Although there may be fewer cyclists and pedestrians in rural areas, the same requirement for separation from fast moving motor vehicles applies. A well-constructed shared use facility designed to meet the needs of cycle traffic – including its width, alignment and treatment at side roads and other junctions – may be adequate where pedestrian numbers are very low.” and “6.5.6 Shared use may be appropriate in some situations, if well-designed and implemented. Some are listed below: Alongside interurban and arterial roads where there are few pedestrians;”

For the section between Cambridge Road (Coton) and the West Cambridge Campus the active travel route would duplicate and run parallel to the Comberton Greenway (these routes would only be 250 metres apart). **Given that the route will cause significant ecological impact on this section it can be argued that there is already a viable alternative in place and therefore the harm can be avoided (as required by the mitigation hierarchy).** We have previously requested that Greenway and busway active travel routes be combined when they both reach Cambridge Road/High Street. Even if both routes are retained because of the need for a service road, it would still be desirable to connect the two routes along Cambridge Road (Coton) in order to give active travel users the option of switching between them and improve cycle provision along the road to Madingley (which itself urgently needs improved active travel provision).

We also wish to raise safety concerns in relation to the proposed design. The active travel route from Cambridge Road (Coton) to Madingley Mulch involves a height change of 40 metres and has been designed to be very straight. This will result in cyclists travelling downhill at fast speeds, typically 25-30mph. This creates a safety risk for other users of the route as well as pedestrians who will cross it (eg the public footpath between Coton and American Cemetery). Design solutions will be needed to prevent high speed cycling, our preference would be to introduce gentle curves into the route as this would also have other benefits such as reducing the visual impact on views and making the route more interesting for active travel users.

Construction approach including proposed locations for construction compounds

A local construction compound is proposed on land owned by CambridePPF in close proximity to Coton village. We have concerns about the impact of this on adjacent houses, visual impact on the setting of the village and potential run-off (it is on a slope).

A local construction compound is proposed for the area in the vicinity of the Coton-Madingley footpath/water tank. This area is on the side of the hill above the village of Coton and could be very visible either from the footpath or the village (it is hard to tell from the information provided). We question whether this impact is acceptable, which may be determined by the period of use intended for it.

A local construction compound is proposed on the West Fields adjacent to the sports centre. This compound is next to the Coton Footpath, which looks out across fields. This compound would have a detrimental impact on the amenity of users of the footpath.

Equality

Your preference to pursue an active travel route adjacent to the bus road, rather than pursuing an extension to the Comberton Greenway from Hardwick to Bourn Airfield/Cambourne could have equality implications.

Your proposed active travel route involves a significant hill (height rise of 40 metres) which will prevent its use by some people with limited mobility or fitness. The alternative avoids the hill and is undulating and therefore would not represent such a significant barrier to people with limited mobility, ie would be more accessible. Therefore, you are pursuing an option which is less accessible than an alternative. See our response above regarding the active travel route.

Comments on this consultation

We note that you have asked the public to comment on the impacts of your proposals without providing any details on the likely width of the scheme, this will make it difficult for them to understand the likely scale of impacts. We had to ask you directly to provide this information to us.

We also note that you have not included any information about the guidance systems that might be used and how these could differ in terms of their impact.

As noted above, your consultation has not adequately described some of the ecological impacts that would be caused by your scheme. This could influence how people perceive your scheme and how they respond.

I trust that you will take our comments into consideration.

Yours sincerely



James Littlewood

Chief Executive