

**REPORT TITLE: Cabinet Report - Application for the Cambridge South East
Transport Scheme Order and Council's Statement of Case**

To:

Cllr Katie Thornburrow (Cabinet Member)

Committee (15/07/2025)

Report by:

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Wards affected:

Queen Edith (only)

Director Approval: Joint Director of Planning Stephen Kelly confirms that the report author has sought the advice of all appropriate colleagues and given due regard to that advice; that the equalities impacts, and other implications of the recommended decisions have been assessed and accurately presented in the report; and that they are content for the report to be put to the Executive Councillor for decision.

1.	Recommendations
1.1	<p>It is recommended that the Cabinet:</p> <ul style="list-style-type: none"> <i>i. Note the progress on resolving the outstanding matters raised by the Council for further work/dialogue with the applicant.</i> <i>ii. Delegate authority to the Joint Director of Planning in consultation with the Lead Cabinet Member for Planning and Transport to finalise and submit the Statement of Case based on the report within Appendix 1.</i>
2.	Purpose and reason for the report
2.1	<p>The purpose of this report is to provide Members with an update on the application made by Cambridgeshire County Council (as one of the partners within the Greater Cambridge Partnership) for The Cambridge South East</p>

	<p>Transport Order under the Transport and Works Act (TWA)(1992). It provides an update on progress resolving matters raised by the Council in its initial representation and seeks delegated authority to the Joint Director in consultation with the Lead Cabinet Member for Planning and Transport to finalise and submit the Statement of Case by 18 July 2025. This is in preparation for a public inquiry.</p>
3.	Alternative options considered
3.1	<p>The submission of the Statement of Case is in the interests of the efficient and timely conduct of the Council's compliance with the procedures for applications made under the Transport and Works Act (1992).</p>
4.	Background and key issues
4.1	<p>The Council was formally notified that the Cambridgeshire County Council (as one of the partners within the GCP) had submitted an application for The Cambridge South East Transport Order under the Transport and Works Act (1992) on 9 January 2025. The Council and South Cambridgeshire District Council (SCDC) submitted a joint representation to the Department of Transport (DfT) on 7 March 2025 stating the grounds for its representation.</p> <p>The DfT have since notified the Council of its intention to hold a public inquiry. This has initiated the period of six weeks for the Council to prepare and submit a Statement of Case by 18 July 2025. The public inquiry is expected to be scheduled for January 2026 at the earliest.</p> <p>Based on this, there will be a period of approximately 6 months before the public inquiry starts for the Council to continue to engage with the applicant to resolve those outstanding issues identified in its earlier representation to the consultation on the application and this report, and to prepare a Statement of Common Ground to submit ahead of the inquiry.</p>

The Cambridge South East Transport (CSET) scheme is a guided busway with an active travel route between Cambridge Biomedical Campus (CBC) and a new Travel Hub on the A11 at the junction with Babraham Road (A1307), with intermediate stops proposed at Great Shelford, Stapleford and Sawston. The majority of the proposed development lies within SCDC. The works within the City are limited to the on-road route, cycle way and associated landscaping along Francis Crick Avenue and the roundabout with Addenbrooke's Road.

A transport scheme is necessary for the successful delivery of significant planned development on allocated sites within both Councils' development plans, including the Cambridge Biomedical Campus (SCLP 2018 policy E/2 and CLP 2018 policy 17) and Granta Park (SCLP 2018 policy E/15). The CSET scheme would meet this requirement. The transport benefits of the proposal are also essential to enable the further expansion of the Cambridge Biomedical Campus, the wider economic growth and increased housing identified in the emerging Greater Cambridge Joint Local Plan.

The importance of supporting development of the allocated sites with public transport and sustainable travel options to promote a modal shift away from private car use is recognised in the Transport Strategy for Cambridge and South Cambridgeshire (2014). The strategy identified the Haverhill to Cambridge Corridor as one of seven major corridor programme areas, recognising the problem of congestion on the A1307. The strategy aimed to create a high-quality passenger transport corridor as a real alternative to using the private car for trips.

The Councils' initial representation submitted in March 2025 emphasised the support for the principle of development, however raised matters for further work prior to determination of the application. These are listed in full in the report in appendix 1 including those relevant to the proposed development within the City as listed below. Since then, officers have engaged in further discussions with the applicants team to seek to resolve these matters. GCP

officers have responded positively to the Council's response and indicated that further work is underway. Formal submissions in respect of that work remain outstanding and in some areas further work/dialogue is required before the Council will be able to settle/conclude its position on these matters. Officers propose to use the Appendix 1 to provide an update on the current position, with the intention/expectation, based upon GCP commitments to date, of resolving these as far as possible within a Statement of Common Ground to be submitted before the public inquiry.

The ongoing matters for resolution relevant to the proposed development within the City are:

1. Information on the scheme's alignment with the Cambridge South Station, East West Rail and Sawston Greenway schemes.
2. Further assessment and mitigation of the construction impact on Hobson's Brook and Nine Wells Local Nature Reserve.
3. Further assessment and mitigation of the operational impact of attenuation ponds on Hobson's Brook.
4. Further scrutiny of Biodiversity Net Gain calculations and securing long-term management and maintenance arrangements.
5. Agreement on Design Principles to guide detailed design matters.
6. Agreement on planning conditions to secure appropriate mitigation.

Officers are in continued dialogue with the GCP and stakeholders with a view to addressing the above outlined matters. These matters are still being discussed with the applicant and the Councils anticipate being able to provide an update before the commencement of the inquiry.

Officers recommend that the Statement of Case to be finalised confirms the Council's position that, provided the outstanding matters are resolved to the Council's satisfaction and that appropriate mitigation is secured, the public benefits of the scheme in terms of supporting planned development outweigh any identified harms.

5.	Corporate plan
5.1	<p>In respect to how the Corporate plan 2022-27 links to the decision, the CSET scheme provides public transport and sustainable transport options that provide an alternative to private car use, supporting the Council's aims to reduce carbon emissions within the City.</p> <p>This relates to priority 1 in the following way:</p> <ul style="list-style-type: none"> - Priority 1 (Leading Cambridge's response to the climate change and biodiversity emergencies). <ul style="list-style-type: none"> o Contribution to the creation of wider prosperity and improve quality of life now and into the future through better greener transport. <ul style="list-style-type: none"> ▪ Reduced carbon emissions from transport in Cambridge. ▪ Supports the net zero carbon vision (including by minimising reliance on the private car). ▪ Plans for the right infrastructure in the right places at the right times to serve growing communities. ▪ Working with partners to address the infrastructure needs of the city and the Greater Cambridge area, to reduced congestion and pollution. ▪ Increasing the percentage of journeys taken by public transport.
6.	Consultation, engagement and communication
6.1	None
7.	Anticipated outcomes, benefits or impact
7.1	<p>It is anticipated that the outcome of the consideration of this report and the resultant decision would enable the Council's ongoing engagement in the TWAO process and support the high-quality delivery of the CSET scheme which achieves the following benefits:</p> <ul style="list-style-type: none"> - The CSET scheme provides public transport and sustainable transport options that provide an alternative to private car use, supporting the Council's aims to reduce carbon emissions within Cambridge City.

	<ul style="list-style-type: none"> - The CSET scheme provides public transport and sustainable transport options enhancing access to healthcare at Addenbrooke's Hospital and the wider Cambridge Biomedical Campus, and enhancing connectivity for residents and workers in Cambridge City. - The CSET scheme supports the internationally significant biomedical research and development and life sciences sectors located within the area at the Cambridge Biomedical Campus by enhancing connectivity. - A scheme which provides appropriate environmental mitigation.
8.	<p>Implications</p> <p>In the writing of this report, taking into account financial, legal, staffing, risk, equality and diversity, climate change, and any other key issues, the following implications have been considered.</p>
8.1	Relevant risks
	<i>None</i>
	Financial Implications
8.2	<i>None</i>
	Legal Implications
8.3	<i>None</i>
	Equalities and socio-economic Implications
8.4	As the decision maker DfT must have regard to the public sector equality duty section 149 of the Equality Act 2010. The applicant (Cambridgeshire County Council) has submitted an Equality Impact Assessment with the application. The Council has nothing further to add in this report.
	Net Zero Carbon, Climate Change and Environmental implications
8.5	The CSET scheme provides public transport and sustainable transport options that provide an alternative to private car use, supporting the Council's aims to reduce carbon emissions within Cambridge City.

	Procurement Implications
8.6	<i>None</i>
	Community Safety Implications
8.7	<i>None</i>
9.	Background documents
9.1	None
10.	Appendices
10.1	Appendix 1: Draft Formal Response to The Cambridge South East Transport Order