

**LOCAL PLAN EXAMINATION, CAMBRIDGE CITY COUNCIL,
MATTER 6B. GREEN BELT - GB1 AND GB2.**

Question 1 Boundary changes

Question 2 Development should be resisted.

Please see attached the revised appendix to my original submission responding to these questions.

Some years ago, the Babraham Road park and ride scheme was introduced, but soon found it almost impossible to operate on schedule first thing in the morning due to the very high density of traffic on Babraham Road which comes to a standstill, preventing the buses going towards the city centre.

To overcome the problem, a large investment was made, providing a bypass facility which diverts the buses down Wort's Causeway. The road is closed to normal traffic from 07-30am to 09-30am, indicated by extra-large road signs, rising bollards are installed at the housing end and traffic lights at the Wort's Causeway and Babraham Road junction.

This now enables not only the Park and Ride, but ten other bus services to run on schedule, (a list is attached). Without forgetting the most important of all, the emergency services. The buses have the ability to lower the bollards, which ensures an uninterrupted run to the railway station and the city.

Should the proposed development on the Green Belt ever be approved it would close down the bus bypass facility and cause a huge disaster. All the ground facilities, including, sewerage, water, gas and electricity that would need to be connected to the new houses come down the centre of Wort's Causeway. The road would have to be excavated for installation and therefore be closed. Construction traffic would also block the road during the building period and if ever the development was completed, the residents would require the road to be open at all times. This is such a serious situation, that I have written to and discussed the situation that would arise, if this ever went ahead, with the Managing Director of "Stagecoach", Mr. Andy Campbell, who runs the Park and Ride service. He is now deeply concerned and said he would bring this up at the next traffic planning meeting.

This development should be totally resisted, as it would generate a

further 450 cars and the main exit would be into Babraham Road which is already at a standstill in the morning. Added to this, the Bell School development which has been approved, would generate over 200 cars and their only entrance and exit is also into Babraham Road.

Until such times that we have a new road structure and a southern by-pass facility, (which was first discussed in 1989) to remove the enormous congestion that we presently have on the A1307, Babraham Road on a daily basis any development is unthinkable. **Changing the boundary would make no difference**

This GB1 / GB2 proposal only came about, because the government totally relaxed the planning rules, which did not contain protection for the Green Belt. The council took advantage of this, as they own one of the sites and hoped to generate a large sum of money by turning it into development land. This was announced in the local paper.

We now understand that a new recent Government amendment has been introduced to exclude the Green Belt from development and can only be considered under very, very exceptional circumstances.

The above explained problem that would be created by development, would surely overrule any exceptional circumstances that may exist.

A few months ago, the “Bollards” stopped working because of a supervision problem and it was not long before people realised this.

The bypass route soon became congested with normal traffic.

This became a serious problem which had to be addressed.

At considerable expense the “Bollards” are now in operation again. We understand that they are remotely controlled. This only goes to show how important this bypass route is and should never be closed down by any development.

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