



UNIVERSITY OF  
CAMBRIDGE  
Estate Management

Greater Cambridge City Deal  
Cambridgeshire County Council  
Shire Hall  
Castle Hill  
Cambridge  
CB3 0AP

23 November 2015

Dear Sirs

The University welcomes the opportunity to comment on the Cambourne to Cambridge (A428) Public Transport Proposals as part of the City Deal. As a long term institutional partner for the City and major employer in the region, the University feels it is vital that sustainable transportation options are available, reliable, and affordable for our staff and students. In particular, as many of our staff live outside of the City Centre, public transport routes that link to surrounding villages and housing growth areas are critical to employment growth and will support the University, and the City, in maintaining its position as a research leader for the Country.

The City Deal in particular is critical as it sets out to provide important infrastructure to link areas of housing growth with major employment generators throughout the City.

*As a general principle, the University supports public transport improvements on the A428 corridor.*

In that context, the University welcomes proposals to improve public transport frequency and reliability on the A428 corridor, but feels it is imperative that these proposals are considered in a coordinated approach alongside the proposed Western Orbital and City Centre Access Strategy. The level of detail provided in the current consultation, as well as the standalone consultation on the A428 in the absence of context on other public transport strategies, has meant that the University can only evaluate the high level principles of the three A428 options proposed, and will require further detailed discussions before being able to support a specific option.

The University has considered two specific aspects in its evaluation of the proposed options:

1. Relationships and/or conflicts with University land holdings
2. Direct impact on University sites, particularly the strategic employment and mixed-use development sites at West Cambridge and North West Cambridge (both of which are now being implemented)

Due to the diagrammatic nature of the options a number of assumptions on route alignment have been made in interpreting the options.

74 Trumpington Street  
Cambridge CB2 1RW

Tel: 01223 337806  
Fax: 01223 766486

Email: [Roger.Taylor@admin.cam.ac.uk](mailto:Roger.Taylor@admin.cam.ac.uk)  
[www.admin.cam.ac.uk/offices/em](http://www.admin.cam.ac.uk/offices/em)

## **Proposed Park & Ride at Madingley Mulch**

### *University Farm*

The attached plan shows the potential loss of land to the University Farm to the new Park & Ride site to the north of the Madingley Mulch roundabout.

The main area of concern relates to the western block of land that adjoins the Dairy Unit at Park Farm. This is the main point of access to the Farm via a concrete road that runs immediately to the south of the block of woodland. This access route will need to be retained and be capable of use by large farm vehicles and milk tankers with a minimum width of 5m.

The loss of the western block of land will have a major operational impact on the Farm. This land is used principally for the production of forage crops to feed the dairy herd that are housed at Park Farm. We operate a robotic milking system which means that the 200+ herd are housed permanently indoors and are therefore dependent on forage production to supplement their feed. The loss of this area would mean that an equivalent area of land would need to be taken out of more profitable arable use with a consequential impact on the Farm's profitability.

This land is also used for the regular spreading of slurry via an umbilical hose system connected to the slurry tanks at Park Farm. If the slurry needs to be spread on more distant land it would require significant capital investment in a new spreading system. The only alternative is to tanker the slurry off-site which would be prohibitively expensive.

Disturbance caused by the construction and operation of a Park & Ride facility in close proximity to the Dairy Unit may also have a detrimental effect on the productivity of the cows in terms of a reduced milk yield and hence income to the Farm.

There would also be concerns about maintaining adequate security between the P&R site and the Farm given the proximity of public access. The location of the P&R facility alongside the Dairy Unit could have implications for the Council in the event of say a Foot & Mouth outbreak on the Farm. For bio-security reasons this could result in the temporary closure of the P&R site.

The eastern block of land concerned is currently in arable production so any land take would impact the arable business.

*Due to the potential impact of a new Park & Ride on the University Estate at Madingley Mulch, further detailed discussions are needed between the County Council and University to understand the impact of the Park & Ride as well as mitigation that must be put in place.*

*The University would consider discussions of a Park & Ride on its land at Madingley Mulch if related to simultaneous closing of the Madingley Road Park & Ride.*

## **West of the M11**

### *Madingley Estate*

Area 1 North Route cuts through the 800 Wood and close to Madingley Wood, which is a SSSI.

This SSSI and ancient woodland is a nationally important site for biodiversity conservation. It has the longest research history of any woodland in Great Britain. "Only at Madingley are there 46 [now 65] years of research history preceded by 300 years of earlier records"(Oliver Rackham, Nature in Cambridgeshire, 1996). The western side of the wood (next to the proposed bus route) has unique earthworks dating back to the 15th century, and unique flora, which were part of the justification for the woodland being categorised as an SSSI.

The wood is now a research study site for long-term projects run by the University's Department of Zoology, which has been researching the breeding and wintering behaviour of great tits and blue tits for over fifteen years. Using tracking techniques the University's researchers study the behaviour of individual birds (over 2000 to date) and their relationships to others in the population. This makes leading contributions to our understanding of how animal populations behave and change. Any significant disturbance to the wood and its surrounds will compromise this long-term study. More generally, the wood provides opportunities for a wide range of studies that cannot be undertaken elsewhere near Cambridge.

The 800 Wood was established with significant grant funding from the Forestry Commission. Apart from the PR implications of having this wood, that was formally opened by the Duke of Edinburgh, bisected by a bus route, there could also be the potential of the University having to refund some of this funding.

I attach a Constraints Map of the 800 Wood from which you will note that there are a number of other features that might be impacted.

*As a result of the above consequential impacts of Area 1 North Route on the Madingley Wood & 800 Wood, the University opposes the Area 1 North option.*

### **East of the M11**

East of the M11, the proposed A428 routes will link to the University's North West Cambridge Development (north of Madingley Road) and West Cambridge site (south of Madingley Road). Both of these sites have planning permissions that have been implemented, and both are important components of the City and South Cambridgeshire plans for housing and employment growth.

The North West Cambridge Development is the largest single capital project that the University of Cambridge has undertaken in its 800-year history. Outline planning permission was granted in February 2013 for the scheme, on the 150-hectare site of University farmland situated in between Huntingdon Road, Madingley Road and the M11.

The masterplan includes 3,000 homes (50% key worker housing, available for qualifying University and Colleges employees), 2,000 post-graduate student spaces, 100,000 sqm of research space, a local centre and community facilities including a primary school, nursery, doctors' surgery, supermarket and retail units, as well as all of the site-infrastructure and landscaping for the scheme. The development has been designed as an extension to the city, with an urban rather than suburban grain and will be of the highest design quality as well as being an exemplar of sustainable living.

The North West Cambridge Development will provide 3,000 homes and 100,000 sq.m. of employment space (estimated 4,350 employees). Provision for a bus link from the site to Cambridge Science Park has been allowed for in the site planning and the link itself will be operational from early 2017. This is a central component of the Western Orbital proposal. The University supports the opportunity for interchange between the Western Orbital and the A428 proposal.

The University of Cambridge is making plans to ensure that its long-term growth will be supported by its estate. The West Cambridge site is an important part of both the University's estate and its growth. Development at West Cambridge has been on-going since the 1960s and planning permission was granted in 1999 for the current framework for the site. A review of the site through a masterplanning process is currently underway which aims to create a high quality, well connected research environment that will support the University's and City's globally competitive position, whilst also creating opportunities to support the Cambridge Cluster with the commercialisation of knowledge through entrepreneurship and collaboration with industry.

The site is subject to a remasterplanning exercise which will result in a new planning application (early 2016) and subsequent outline planning permission. The intensification of development on the West Cambridge site is supported by the Draft Cambridge Local Plan and has also been the subject of a Statement of Common Ground between the City Council and the University. The planning application will make an allowance for approximately 450,000sq.m. employment floorspace (existing and proposed), for a total employment population of up to 15,000 employees. The West Cambridge Site has been planned as a strategic employment site for many years, including for example through the Cambridgeshire and Peterborough Structure Plan (2003), and is a major trip destination in its own right. The proposals for intensification of the site were developed before the City Deal schemes were identified, and the outline planning application will demonstrate that, with mitigation as required, the proposals can be developed with or without the City Deal improvements.

*Land ownership:*

The University land ownership to the north of Madingley Road includes the Madingley Road Park & Ride (currently leased to the County Council until October 2035), the Ridge & Furrow Field (within the North West Cambridge Development), and then the Madingley Rise academic site (east of Madingley Rise).

The University land ownership to the south of Madingley Road includes the West Cambridge site.

Options Area 1 North and Area 1 Central allow for an inbound segregated bus lane on the Madingley Road alignment. Given the width constraints of Madingley Road, it is not clear how the County will achieve a segregated bus lane along the length of the corridor without requiring additional land from the north or south of the road. The University opposes options that widen the Madingley Road corridor to accommodate a single running inbound bus lane as this would remove operational land from the University estate and have a significant negative impact on the landscape and visual character of Madingley Road (particularly on the south side near the West Cambridge site, which has an extensive tree buffer and green character).

*The University therefore opposes Area 1 North and Area 1 Central.*

*Public Transport Accessibility of the West Cambridge Site*

The University supports improved public transport accessibility to the West Cambridge site, which is critical to meeting City Deal objective of linking the major employment and residential sites. Options on Madingley Road do not directly link with the major employment site at West Cambridge.

*The University therefore proposes that there is an alternative option that makes better use of existing West Cambridge infrastructure and links with either an online or offline solution west of the M11.*

An option that runs through the West Cambridge site is more aligned to overall City Deal objectives and will connect nearby villages and housing growth sites with a major employment area.

As the level of detail provided in the consultation material is too abstract to interpret in detail, it is difficult to determine whether the Area 1 South option is intended to run through, around or anywhere near the West Cambridge site. The University proposes that an alternative option could be developed with the County Council and relevant stakeholders and landowners following the consultation period.

The University is willing to engage with the County Council on the development of an alternative route that uses West Cambridge infrastructure, and would seek to:

- Promote opportunities for interchange with the Western Orbital at West Forum within the West Cambridge site;

- Promote accessibility to East Forum and West Forum, which are the two main areas of activity proposed in the revised masterplan (at the junction of Charles Babbage Road and J J Thomson Avenue and Charles Babbage Road and High Cross, respectively);
- Establish an urban environment at West Cambridge, catering for pedestrians, cyclists and bus users (and vehicles), and any bus routes would need to be consistent with this vision and make use of existing infrastructure provision.
- Maintain highways within the West Cambridge site in University ownership;
- Design the route with consideration for site-wide strategies and site-specific issues that have informed the outline planning application.

## **Conclusions**

In summary, the University opposes Area 1 North and Area 1 Central because of the potential impact on Madingley Wood and 800 Wood, as well as aboriginal and land ownership impacts on Madingley Road.

Insufficient detail has been provided to evaluate Area 1 South, but the University would support an option that included a public transport route through the West Cambridge site, subject to a process of engagement and coordination with the County Council.

It is imperative that these proposals are considered in a coordinated approach alongside the proposed Western Orbital and City Centre Access Strategy.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Roger Taylor', with a large circular flourish at the beginning.

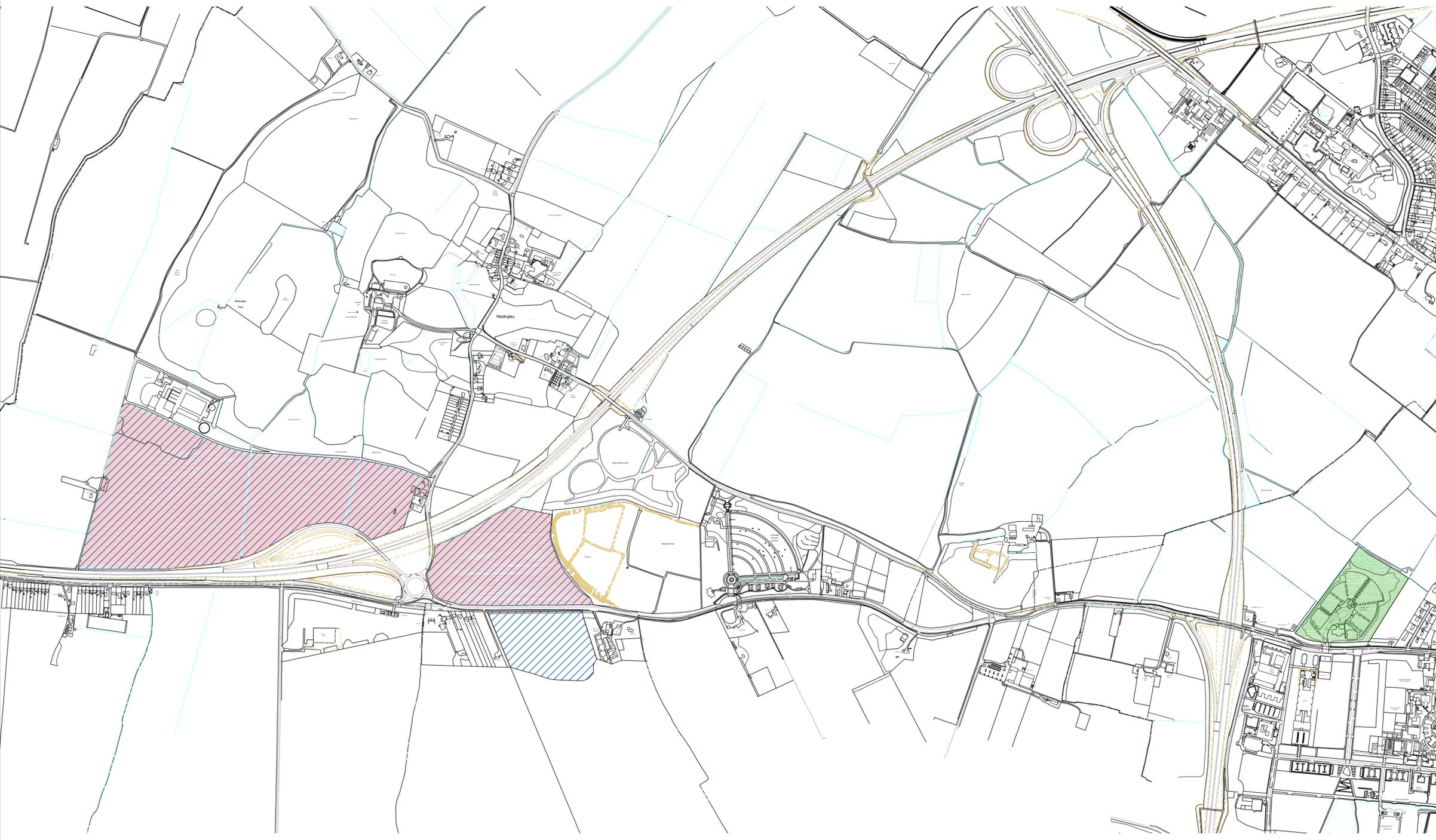
Roger Taylor

0 90  
This drawing may have been reduced original scale : 90mm

Based on As Built Drawing:  
Date of As Built Release:



-  Proposed Park & Ride Sites on land used by The Cambridge University Farm
-  Existing Madingley Park & Ride Site
-  Proposed Park & Ride Site land owned by others



**UNIVERSITY OF  
CAMBRIDGE**

74 Trumpington Street, Cambridge, CB2 1RW, Tel: 01223 337770

Consultant Drawing Reference  
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Site Location  
**Madingley Park & Ride**  
**N W Cambridge & Madingley**  
-

Description  
**Site Location Plan**  
**Site**  
**As Built**

Document Status  
Scale @ A2  
**1:10,000**

Drawing no  
**MP&R-S-AR-Site Location Plan |**  
Revision  
**A**

