



UNIVERSITY OF
CAMBRIDGE
Estate Management

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The Planning Inspectorate
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Bristol
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12 June 2015

Our Ref – A14 – AFP396

Your Ref – TR010018

A14CambridgetoHuntingdon@pins.gsi.gov.uk

Dear Sir

**APPLICATION BY HIGHWAYS ENGLAND FOR AN ORDER GRANTING DEVELOPMENT
CONSENT FOR THE A14 HUNTINGDON TO CAMBRIDGE IMPROVEMENT SCHEME**

WRITTEN REPRESENTATIONS FROM THE UNIVERSITY OF CAMBRIDGE - DEADLINE 2

I write to provide the written representations from the University of Cambridge (referred to hereafter as "The University") to the Planning Inspectorate specifically with reference to the A14 Huntingdon to Cambridge Improvement Scheme promoted by Highways England (formerly operating as the "Highways Agency").

Whilst the University is supportive of the principles of the scheme, it is essential to the University that as the A14 Huntingdon to Cambridge Improvement Scheme will need to use or occupy the University's land, that a series of matters are clarified and resolved before the University will support these specific proposals.

The University also sought confirmation in June 2014 that Highways England will reimburse reasonable costs incurred by the University's consultants in dealing with this matter. Whilst a general approval was given subsequently verbally by Highways England to the question of the reimbursement of the University's reasonable costs on a case-by-case basis, however, we still await formal agreement.

Whilst these written representations will be supported with a further, more detailed, response, The University provides the following general comments:-

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1. as the owner of significant tracts of land required to deliver this scheme which is subject to Compulsory Acquisition, The University is concerned at the paucity of consultation and liaison undertaken to date. The University seeks to engage with the Scheme Promoter as a matter of urgency to resolve matters;
2. The University has previously requested further information to support these scheme proposals which has not been forthcoming. A detailed response is required to these representations, submitted by The University in 2014, which is fundamental to understanding the impact upon The University's operations;
3. the timetable for the examination, and lack of consultation, is very tight and has not provided sufficient time for proper consultation. These concerns are shared; it is understood, by the other agricultural landowners, the Agents Association and the National Farmers Union and were shared at the Preliminary Meeting on 13 May 2015.

Further representations will follow from The University when further information becomes available.

Yours faithfully



Roger Taylor

cc: By email only to:

P Milliner	- University of Cambridge
R Griffin	- University of Cambridge
R Simpson	- University of Cambridge
H Topel	- University of Cambridge
I Nott	- Savills
G Callaghan	- Peter Brett Associates
K Taylor	- Peter Brett Associates
J Hopkins	- Peter Brett Associates

PLANNING ACT 2008

INFRASTRUCTURE PLANNING (EXAMINATION PROCEDURE) RULES 2010

**APPLICATION BY HIGHWAYS ENGLAND FOR AN ORDER GRANTING DEVELOPMENT
CONSENT FOR THE A14 CAMBRIDGE TO HUNTINGDON IMPROVEMENT SCHEME**

DEVELOPMENT CONSENT ORDER 201 (...)

PLANNING INSPECTORATE REFERENCE NO: TR010018

WRITTEN REPRESENTATIONS OF

THE CHANCELLOR, MASTERS AND SCHOLARS OF THE UNIVERSITY OF CAMBRIDGE

(REFERENCE A14 – AFP396)

DATE: JUNE 12TH 2015

1) INTRODUCTION

The University of Cambridge (the University) is the freehold owner or tenant of substantial areas of land required to deliver the eastern end of the A14 Cambridge to Huntingdon Improvement Scheme (the Scheme). These areas include:

- a) Cambridge University Farm (Catch Hall Farm) Land surrounding the Cambridge City Crematorium Sheets 20, 21 and 19
- b) St John's College University leasehold land to the south of Girton - Sheet 21
- c) Trinity College (Ladysmith Farm) University leasehold land around the Girton Interchange - Sheet 21
- d) Girton Grange Land between Huntingdon Road and A14 – Sheet 21

In addition to the control of the land listed above, the University is currently implementing two major development site consents locally comprising:

- a) North West Cambridge

The area between Huntingdon Road and Madingley Road - for academic and commercial research, 3,000 dwellings and community facilities. This was consented by Cambridge City and South Cambridgeshire District Councils in 2013;

- b) West Cambridge

The area to the south of Huntingdon Road - for academic and commercial research. This was consented by Cambridge City and South Cambridgeshire District Councils in 1997.

As well as assisting delivering the needs of the wider City community, these two University-led developments will help support Cambridge and the sub-region as a centre of excellence and as a world leader within the fields of higher education and research, addressing the University's long term development needs to 2021 and beyond.

In addition to the above developments, the University owns a wide portfolio of further land interests across the City and the area, and remains one of the major employers within the region. As such the University has a significant interest in the Highways England's scheme.

The University recognises the need to improve the stretch of the A14 between Huntingdon to Cambridge to:

- a) reduce traffic delays on a major strategic artery to Cambridge;
- b) improve highway safety locally;
- c) provide further capacity to enable the continuing development of Cambridge and allowing its corresponding economic benefit to the region;

- d) enabling improvements to be delivered to the strategic cycleway infrastructure; and
- e) the essential need to improve nationally important strategic highway communications between the Midlands and East of England.

The University has long-supported the principles of the scheme, and recognises the requirement for University property to be acquired to help deliver the scheme. Notwithstanding, significant concerns have arisen though regarding the development of the scheme, which are highlighted in these written representations.

2) SUBMISSION

The University has carefully reviewed the draft Development Consent Order, taken account of matters discussed directly with Highways England, and considered the generic response issued by Highways England dated 1st June 2015.

The University therefore submits for consideration the Written Representations. For ease of assessment and review, these are summarised within the following topics, contained in the two appendices listed below.

a. General Matters

The schedule of General Matters is annexed at Appendix 1.

b. Site Specific Matters

The schedule of Site Specific Matters is annexed at Appendix 2.

In addition, as a member of the National Farmers Union (NFU), through their professional advisors, the University has worked closely with the NFU and the A14 Agents Association on matters of common interest.

The University generally supports the representations submitted by the NFU prepared by Mr Barry Denyer-Green, and refers the Planning Inspectorate to these.

UNIVERSITY OF CAMBRIDGE

30960 – A14 CAMBRIDGE TO HUNTINGDON IMPROVEMENTS

The Written Representations from The University of Cambridge to the drawings issued by The Planning Inspectorate to support Highways England’s application for an Order Granting Development Consent for the A14 Huntingdon – Cambridge Improvement Scheme

Deadline 2 – June 12th, 2015

APPENDIX 1 – GENERAL MATTERS

Document Reference	Issue / Constraint	Comment	Impact on University of Cambridge, and further work sought
Proposed Scheme General Arrangement Drawings			
General Comments	General	<p>1. We are concerned over the level of consultation undertaken by Highways England with The University. The Planning Inspectorate’s website identifies that “<i>Before submitting an application, the developer (i.e. Highways England) is required to carry out extensive consultation on their proposals.</i>” Highways England has not provided any feedback or engaged in any further constructive dialogue with the University following two earlier meetings undertaken on amendments discussed / improvements to the Scheme. Indeed, the first draft Statement of Common Ground was provided to the University for consideration during the late afternoon of 8th June 2015, seven days before the deadline for the submission of the written representations.</p>	Early engagement is needed to address concerns raised as a matter of urgency.

Document Reference	Issue / Constraint	Comment	Impact on University of Cambridge, and further work sought
General Comments	General	2. Detailed representations were submitted as part of the consultation in June 2014. We are concerned that rather than addressing these through the design evolution process that these have been responded to within Highways England's Response to Relevant Representations (June 2015) with a repeated general statement that " <i>Highways England is committed to working with landowners to address their concerns, and to configure the Scheme to their liking through the detailed design process.</i> "	Whilst the University appreciates this commitment, it seeks further engagement and provision of detail to address these matters raised as a matter of urgency.
	General	3. The plans and maps provided by Highways England as part of the DCO Application contain inaccuracies (the University having alerted Highways England to this on 10 th March 2015). These plans should not be used for the purposes of land acquisition - whether by the DCO itself, within the Notice to Treat, or for the General Vesting Declaration.	A careful review of the plans is required to ensure they are accurate and to ensure boundaries of land taken under the DCO abut features on the ground where sensible to do so.
	General	4. The key on the drawings does not consistently reflect the images shown on the submitted drawings. This has led to frequent misinterpretation of the information being portrayed.	It is requested that the hatching and symbols shown on the drawings are reviewed with respect to the key, and all made consistent.

Document Reference	Issue / Constraint	Comment	Impact on University of Cambridge, and further work sought
Comments on the Traffic Modelling and Assessment Update Letter			
Traffic Modelling and Assessment Update – letter dated 12 th May 2015	General	The letter identifies that due to consideration of the revised economic parameters within the highway model, <i>“Alterations of layout at some junctions are required to deal with some adjusted predicted flows, for example widening and lengthening of approach lanes, but these are all minor and can be carried out within the limits of deviation and other constraints of the draft Order without any change to the description of the scheme.”</i>	Confirmation is awaited to clarify what (if any) impact this has on the junctions surrounding the University’s holdings considered below.
Comments on the Transport Assessment			
Transport Assessment	Cambridge Local Plan 2014	The TA identifies that the aims and objectives of the Cambridge Local Plan 2014: Proposed Submission (July 2013) are considered (Section 2.6). This Plan considers that the existing West Cambridge Development should be considered as an area of major change, supporting the densification of the proposed development. Para 3.6.20 states that the West Cambridge strategic employment site is within the model.	Confirmation is sought as to what additional floorspace has been assumed for the emerging West Cambridge Development densification. Initial discussions indicate that this could be in the order of circa 200,000m ² of additional academic and commercial research to that originally consented, which will increase traffic movements through the A14 / Girton Interchange along Huntingdon Road.
	Housing Developments	Para 3.6.14 – A list of major housing developments of greater than 200 units included in the CHARM(2) model is provided. The list refers to “Cambridge University (1,910)” in the list of developments in Cambridge City, and “North-West Cambridge Area Action Plan area (1,155) in the South Cambridgeshire list.	Confirmation is sought that these two developments relate to the North West Cambridge. This development is consented for 3,000 units (1,500 Market and 1,500 Key Worker houses), and 2,000 units Student Accommodation. Confirmation is requested that the consented level of development has been included for.

Document Reference	Issue / Constraint	Comment	Impact on University of Cambridge, and further work sought
General Arrangement Regulation 5(2)(o) Sheet 16 (Cont'd)	Clare College Farm	<ul style="list-style-type: none"> - This private access track is shown being outside of the proposed trunk road boundary on the Rights of Way & Access Plans Regulations 5(2)(k) & 5(2)(o) Sheet 19, hence is within the ownership of the University. As well as providing a replacement access for the above field, it appears that this new private access track will also provide access to two attenuation ponds. 	<ul style="list-style-type: none"> - The University seeks clarity to the future costs of maintenance of this track, as it will also be used by Highways England's maintenance vehicles. The University further seeks to agree the new security arrangements.
	Yarmouth Farm, Lolworth	<ul style="list-style-type: none"> - The two attenuation ponds are shown as being outside of the trunk road boundary on the Rights of Way & Access Plans Regulations 5(2)(k) & 5(2)(o) Sheet 19. 	<ul style="list-style-type: none"> - As these are operational facilities serving the drainage function of the A14 trunk road, the University does not accept that these should be within their ownership, and seeks that the trunk road boundary should be so amended.
	Clare College Farm	<ul style="list-style-type: none"> - The existing and proposed private access track serving these fields is shown within the indicative red line scheme boundary. 	<ul style="list-style-type: none"> - The University seeks clarification to the restrictions of access across the proposed DCO land. - It further seeks maintenance of the existing agricultural access rights during and after construction. - As access to the University's holdings will be affected by the A14 works, the University seeks to be informed of the proposed interruption to this access to enable it to programme its farm operations.
	Clare College Farm	<ul style="list-style-type: none"> - A new floodplain compensation area is proposed to the east of Utton's Drove Drain. 	<ul style="list-style-type: none"> - Further details are sought by the University regarding the likely use of this land, any future management requirements or operational restrictions, and whether it is allocated for temporary use during construction or permanent use.

Document Reference	Issue / Constraint	Comment	Impact on University of Cambridge, and further work sought
General Arrangement Regulation 5(2)(o) Sheet 16 (Cont'd)	Grange Farm	<ul style="list-style-type: none"> - The area shown previously as the “Proposed site for construction compound” to the south of the A14, east of Robin’s Lane is now shown as being a proposed Soil Storage Area. 	<ul style="list-style-type: none"> - The University seek clarification on: <ul style="list-style-type: none"> ▪ details of the materials to be stored here; ▪ the final form of the land; and ▪ the long-term land ownership requirements.
	Grange Farm	<ul style="list-style-type: none"> - Access to the field to the east of Robin’s Lane south of the A14 is truncated by the indicative red line scheme boundary. 	<ul style="list-style-type: none"> - The University seeks clarification to the restrictions of access across the proposed DCO land. - It further seeks maintenance of the existing agricultural access rights during and after construction. - As access to the University’s holdings will be affected by the works, the University seeks to be informed of the proposed interruption to this access to enable it to programme its farm operations.
	Grange Farm	<ul style="list-style-type: none"> - A new access track is proposed to the east of Robin’s Lane to provide access to the proposed attenuation pond. This track is shown being outside of the proposed trunk road boundary on the Rights of Way & Access Plans Regulations 5(2)(k) & 5(2)(o) Sheet 19, hence is within the ownership of the University. 	<ul style="list-style-type: none"> - The University seeks clarity to costs of maintenance of this track, as it will also be used by Highways England’s maintenance vehicles. The University further seeks to agree the new security arrangements.
	Grange Farm	<ul style="list-style-type: none"> - The attenuation pond to the east of Robin’s Lane is shown as being outside of the trunk road boundary on the Rights of Way & Access Plans Regulations 5(2)(k) & 5(2)(o) Sheet 19. 	<ul style="list-style-type: none"> - As this is an operational facility serving the drainage function of the A14 trunk road, the University does not accept that this should be within their ownership, and seeks that the trunk road boundary should be so amended.
	Grange Farm / Clare College Farm	<ul style="list-style-type: none"> - The existing Robin’s Lane is shown as being stopped up, and presumably returned to riparian ownership to form a new private means of access. 	<ul style="list-style-type: none"> - Prior to accepting this extinguished highway back, as riparian owner the University will seek to: <ul style="list-style-type: none"> ▪ ensure the condition of the road is acceptable; ▪ agree the new security arrangements.

Document Reference	Issue / Constraint	Comment	Impact on University of Cambridge, and further work sought
General Arrangement Regulation 5(2)(o) Sheet 18	St John's Land	<ul style="list-style-type: none"> - The plan shows a proposed 'New access track and NMU path' from the Dry Drayton road Bridge to Girton Grange Accommodation Bridge. It is to be accessed from Dry Drayton Road. 	<ul style="list-style-type: none"> - The University expresses concerns that this route could be accessed by unauthorised vehicles and motor-cycles. Details of the measures are sought to prevent unauthorised vehicular access.
General Arrangement Regulation 5(2)(o) Sheet 19	<p>Yarmouth Farm, Lolworth</p> <p>Yarmouth Farm, Lolworth</p>	<ul style="list-style-type: none"> - The University has a direct agricultural access from Boxworth Road to the land to the east of Boxworth Road, and is regularly used by the farm vehicles. - The DCO boundary as shown includes a swathe of land parallel to Boxworth Road. The access route would cross the land within the proposed DCO boundary. 	<ul style="list-style-type: none"> - The University seeks clarification to the restrictions of access across the proposed DCO land. - It further seeks maintenance of the existing agricultural access rights to Boxworth Road during and after construction. - As access to the A14 from Boxworth Road will be affected by the works, the University seeks to be informed of the proposed interruption to this access to enable it to programme its farm operations.
General Arrangement Regulation 5(2)(o) Sheet 20	Catch Hall Farm, Girton	<ul style="list-style-type: none"> - The Avenue is shown as being stopped up. 	<ul style="list-style-type: none"> - Confirmation is sought that this would be returned to riparian ownership. - If so, as riparian owner the University will seek to ensure the condition of the ground is made acceptable for its future agricultural use. - Confirmation is sought to whether a Side Road Order is necessary to stop up The Avenue, and whether this would be open to further discussions.

Document Reference	Issue / Constraint	Comment	Impact on University of Cambridge, and further work sought
General Arrangement Regulation 5(2)(o) Sheet 20 (Cont'd)	Catch Hall Farm, Girton	<ul style="list-style-type: none"> - Part of the farm is to be used to construct a single carriageway road to provide access to neighbouring land / properties which would have its access severed by the proposed scheme. The existing footpath Girton 7 will require stopping up, attenuation ponds are to be provided and earthworks associated with the construction of the link road - all of which requires land in the ownership of the University to accommodate these works. 	<ul style="list-style-type: none"> - These works appear poorly designed with respect to the operation and needs of the farm. Consideration should be given to re-designing this in conjunction with the University to reduce the land-take, and the impact on the farm operation.
	Catch Hall Farm, Girton	<ul style="list-style-type: none"> - The route of the existing Footpath Girton 7, to be stopped up, is shown within the indicative red line scheme boundary, and as such bisects the field. 	<ul style="list-style-type: none"> - Whilst it is assumed that this extinguishment is within the indicative red line boundary to encompass it within the legal process, the University seeks clarification to any restrictions of access across the proposed DCO land.
	Catch Hall Farm, Girton	<ul style="list-style-type: none"> - There are a series of attenuation ponds proposed to be built on the farm, which will permanently take out productive farmland. 	<ul style="list-style-type: none"> - The University seeks further information to demonstrate that these ponds have been designed to minimise useable farm land. - In addition, the University seeks reassurance that these attenuation measures will not cause problems in the long-term with the existing drainage problems of Beck Brook in the village of Girton. - The University seeks further details of Highways England's proposals for this compensation area, to ensure that that this measure will not adversely affect their surrounding agricultural operation.
	Catch Hall Farm, Girton	<ul style="list-style-type: none"> - A significant-sized floodplain compensation area is proposed to the south of Catch Hall Farm. This pond is to stay within the ownership of the University. 	<ul style="list-style-type: none"> - Further details are sought by the University regarding the likely use of this land, any future management requirements or operational restrictions, and whether it is allocated for temporary use during construction or permanent use.

Document Reference	Issue / Constraint	Comment	Impact on University of Cambridge, and further work sought
General Arrangement Regulation 5(2)(o) Sheet 20 (Cont'd)	Catch Hall Farm, Girton	<ul style="list-style-type: none"> - This plan shows large areas within the University's ownership within the DCO boundary, for a site construction compound, and a Soil Storage Area. The relative location of these facilities has changed since the 2014 consultation. 	<ul style="list-style-type: none"> - The University seeks that this be taken on a non-permanent basis to allow the land to be re-used for agriculture and also clarification on the specification for the remediation that will take place to prepare it for cultivation at the end of the scheme
	Catch Hall Farm, Girton	<ul style="list-style-type: none"> - Whilst Footpath Girton 7 is being extinguished as part of these works, it is noted that the existing Footpath Girton 8 crosses diagonally over a field towards Becks Brook and Dry Drayton. 	<ul style="list-style-type: none"> - To help mitigate in part the impact on the University's farm operations, the University seeks this opportunity to extinguish the existing Footpath 8 alignment, and to re-route it along the new single carriageway road (which is to have a new footpath on it) and along Beck Brook before re-joining the existing route.
	Catch Hall Farm, Girton	<ul style="list-style-type: none"> - The attenuation ponds shown on this plan are shown as being outside of the trunk road boundary on the Rights of Way & Access Plans Regulations 5(2)(k) & 5(2)(o) Sheet 19. 	<ul style="list-style-type: none"> - As these are operational facility serving the drainage function of the A14 trunk road, and the roads implemented to accommodate the A14 scheme, the University does not accept that this should be within their ownership, and seeks that the highway boundary should be so amended.
	Catch Hall Farm, Girton	<ul style="list-style-type: none"> - The direct access from Catch Hall Farm on to the A14 is being removed as part of the scheme. Alternative accommodation is being proposed from a low-quality track to the new single carriageway road. 	<ul style="list-style-type: none"> - The University is concerned that the existing access provision to Catch Hall Farm is being degraded. For the University to agree to this reduced provision, it will require the alignment and construction of the existing low-quality track to the new single access road to be upgraded to provide a suitable alternative access point.
	Catch Hall Farm, Girton	<ul style="list-style-type: none"> - In addition, this access track is shown being outside of the proposed trunk road boundary on the Rights of Way & Access Plans Regulations 5(2)(k) & 5(2)(o) Sheet 19, but will form access to the attenuation ponds. 	<ul style="list-style-type: none"> - Further details are sought to the necessity and need for this track, as it further reduces the area of agricultural land.

Document Reference	Issue / Constraint	Comment	Impact on University of Cambridge, and further work sought
General Arrangement Regulation 5(2)(o) Sheet 20 (Cont'd)	Catch Hall Farm, Girton	<ul style="list-style-type: none"> - A further track is being proposed to the east of the Crematorium leading northwards from the single carriageway road. 	<ul style="list-style-type: none"> - The University seeks clarity to costs of maintenance of this track, as it will also be used by the highway authorities' maintenance vehicles. The University further seeks to agree the new security arrangements.
	Catch Hall Farm, Girton	<ul style="list-style-type: none"> - The existing and proposed private access tracks serving the University's holdings, as well as large tracts of land, are shown within the indicative red line scheme boundary. 	<ul style="list-style-type: none"> - The University seeks clarification to the restrictions of access across the proposed DCO land. - It further seeks maintenance of the existing agricultural access rights during and after construction. - As access will be affected by the works, the University seeks to be informed of the proposed interruption to this access to enable it to programme its farm operations. - Clarity of this hatching type is sought. The University may have further comments following this clarification.
	Catch Hall Farm, Girton	<ul style="list-style-type: none"> - A significant area to the east of The Folly is shown as Grassland with intermittent trees and shrubs, and with a green hatch that does not appear in the key. This area is shown as being outside of the proposed trunk road boundary on the Rights of Way & Access Plans Regulations 5(2)(k) & 5(2)(o) Sheet 22 	<ul style="list-style-type: none"> - It is uncertain why this A14 scheme environmental mitigation measure, taking land from the University, is not included within the highway. - Furthermore, The University seeks that the disjointed environmental mitigation in this locality be redesigned both to lessen the impact of land loss to the University, whilst improving the provision of joined-up environmental mitigation for the Scheme. For example, the environmental mitigation located at Plot 23/15b is separated from the environmental mitigation at Catch Hall Farm - lessening the environmental benefit whilst imposing a greater intrusion on the University.

Document Reference	Issue / Constraint	Comment	Impact on University of Cambridge, and further work sought
General Arrangement Regulation 5(2)(o) Sheet 20 (Cont'd)	St John's Land (See Sheet 21)	<ul style="list-style-type: none"> - A proposed 'Access track and Bridleway' is shown from the Dry Drayton Road Roundabout to Girton Grange Accommodation Bridge. It is to be accessed from Dry Drayton Road Roundabout, a section of it passes through the St John's Land considered in Sheet 21 (below). 	<ul style="list-style-type: none"> - The University expresses concerns that this route could be accessed by unauthorised vehicles and motor-cycles. Details of the measures are sought to prevent unauthorised vehicular access.
General Arrangement Regulation 5(2)(o) Sheet 21	<p>Proposed Huntingdon Road West Access for North West Cambridge Devt</p> <p>Ladysmith Farm (shown in part on Sheet 20 as well)</p>	<ul style="list-style-type: none"> - The Plan shows that the northbound Huntingdon Road carriageway adjacent the proposed North West Cambridge Huntingdon Road West junction reduces from dual carriageway to single carriageway prior to passing over the A14 / A428 to the north of this junction. Whilst this merge currently occurs on this carriageway, this occurs further to the north, as this link crosses the M11. - Three proposed balancing ponds to the north of the A14, and a two further to the west of the A14 are shown discharging into the Washbrook Pit which runs northwards from the North West Cambridge Development into Girton. 	<ul style="list-style-type: none"> - The University seeks further details of this proposal, and confirmation with further modelling that this proposal will not impact upon the capacity of the University's North West Cambridge Development Huntingdon Road West junction. - The University further seeks confirmation that the delivery of the consented Huntingdon Road West Junction will not be compromised or delayed unduly by the A14 Improvement works. - Girton Village currently experiences flooding. The University has ensured that the drainage strategy for the North West Cambridge Development results in a reduced run-off from the Development into the Washpit Brook, in part to ameliorate existing conditions in Girton. The University seeks further details of the Highways Agency's proposals to this discharge of run-off into the Washpit Brook, to ensure that that these attenuation measures will not adversely affect in the long-term with the existing drainage problems of Beck Brook in the village of Girton and areas near the Washpit Brook. - The University further seeks information to demonstrate that these ponds have been designed to minimise usable farm land.

Document Reference	Issue / Constraint	Comment	Impact on University of Cambridge, and further work sought
General Arrangement Regulation 5(2)(o) Sheet 21 (Cont'd)	Ladysmith Farm	<ul style="list-style-type: none"> - The plan shows large areas within the University's ownership within the DCO boundary, shown for a Soil Storage Area. This proposed use may result in the Tenant Farmer losing his Agricultural Holdings Act tenancy over the area, even if it is offered back in future. 	<ul style="list-style-type: none"> - Further details are sought by the University regarding the likely use of this land and whether it is allocated for temporary use during construction, or permanent use. - The University seeks that this be taken on a non-permanent basis to allow the land to be re-used for agriculture and also clarification on the specification for the remediation that will take place to prepare it for cultivation at the end of the scheme.
	Ladysmith Farm	<ul style="list-style-type: none"> - The plan now shows the areas within the Interchange arrangement outside of the indicative scheme boundary: hence these areas of land are not being required from the University. Previously these areas were within the land being sought from the University. 	<ul style="list-style-type: none"> - Access to Access to Plots 25/2b (within Girton Interchange) following construction of the Girton Interchange, for access by modern agricultural equipment, will be highly constrained and particularly unsafe.
	Ladysmith Farm	<ul style="list-style-type: none"> - The plan shows the area within Interchange arrangement accessed from the new Huntingdon Road by a combination of a new private means of access, and the existing M11 – The Avenue link road. The latter, link road, is to be stopped up as highway, and made into this private means of access. 	<ul style="list-style-type: none"> - Whilst available for agricultural purposes following the construction of the scheme, its use is problematic, this will affect the value of this land to the University. - The University prefers that this land is compulsorily acquired and HE uses this land for environmental mitigation in place of other adjoining environmental mitigation on the University's land. . - The University seeks clarity whether the existing highway construction on the link road will be removed. As The Avenue is being stopped up (see above), this private means of access could form a tempting alternative route otherwise between the M11 and Maddingley village. - The University would further seek to agree the new security arrangements.

Document Reference	Issue / Constraint	Comment	Impact on University of Cambridge, and further work sought
<p>General Arrangement Regulation 5(2)(o) Sheet 21 (Cont'd)</p>	<p>Ladysmith Farm / St. John's Land</p>	<ul style="list-style-type: none"> - Four attenuation ponds are shown as being outside of the trunk road boundary on the Rights of Way & Access Plans Regulations 5(2)(k) & 5(2)(o) Sheet 23: <ul style="list-style-type: none"> ▪ on the land within the Interchange; ▪ between Huntingdon Road and the new A14 / Huntingdon Road link; ▪ between the A428 and Huntingdon Road; and ▪ to the north of the A14 (W) to A14(E) slip. 	<ul style="list-style-type: none"> - As these are operational facilities serving the drainage function of the A14 trunk road, the University does not accept that these should be within their ownership, and seeks that the trunk road boundary should be so amended.
	<p>Ladysmith Farm</p>	<ul style="list-style-type: none"> - A new access track is proposed on the land within the Interchange to provide access to the proposed attenuation pond. This track is shown being outside of the proposed trunk road boundary on the Rights of Way & Access Plans Regulations 5(2)(k) & 5(2)(o) Sheet 23. 	<ul style="list-style-type: none"> - The University seeks clarity of their maintenance obligations for this shared-use private means of access, as it will also be used by Highways England's maintenance vehicles.
	<p>Ladysmith Farm</p>	<ul style="list-style-type: none"> - Access to the agricultural areas within the Interchange is truncated by the indicative red line scheme boundary. 	<ul style="list-style-type: none"> - The University seeks clarification to the restrictions of access across the proposed DCO land. - It further seeks maintenance of the existing agricultural access rights during and after construction. - As access will be affected by the works, the University seeks to be informed of the proposed interruption to this access to enable it to programme its farm operations.
	<p>Ladysmith Farm</p>	<ul style="list-style-type: none"> - The existing route of the bridleway connecting Bridleway Madingley 2 to the upgraded Footpath Girton 5 is shown crossing the indicative scheme boundary twice. 	<ul style="list-style-type: none"> - Clarity is sought of any temporary diversion and the associated infrastructure provision, to ensure that diverted users of this path do not intrude further into the farm land to the south.

