

FURTHER CONSULTATION ON PLANNING APPLICATION REF 23/00482/FUL:

Construction of two bridges and all associated structures, ramped walkways, stairs, lifts, boundary wall, footway and cycle paths, lighting, utilities, construction access, construction compound, hard and soft landscaping works, planting, tree removal, earthworks, drainage infrastructure, surface water drainage features and all necessary enabling works and demolitions

Thank you for consulting Hinxtton Parish Council ('HPC') on the revisions for the above application. The following comments have been endorsed on behalf of HPC.

HINXTTON PARISH COUNCIL RESPONSE – 21st JUNE 2023

Please note : this response should be read in conjunction with the following **APPENDICES**:

Appendix 1 - Tracker of Actions agreed between HPC and U&C following Caroline Foster's email of 21st October 2022 to Sam Nichols, HPC;

Appendix 2 - Original Comments on application ref. 23/00482/FUL, submitted by HPC 4th April 2023;

Appendix 3 - HPC comments on U&C notes of Community Forum Meeting, 25th April 2023.

In broad terms, the revisions to the bridges proposal are relatively minor. By not introducing any significant amendments, U&C continue to pay only lip-service to the objective of building a better relationship with the immediate wider community.

Overall, we continue to express our original fundamental objections:

1. The bridges are significant, over-engineered structures detracting from the rural character of the village;
2. The northern bridge is overbearing due to its location close to New Road, Hinxtton Hall and the listed Hinxtton church. We consider there is no need for two bridges;
3. The proposal does not reflect the likely patterns of movement to and from the village to the expansion area.

We note the responses in DLA's cover letter 26th May 2023 dismissing our previous concerns. We have prepared a detailed response as set out in the table below.

U&C's approach demonstrates once more that they appear not to want to enter into a genuine dialogue with the village, a key stakeholder in the bridges proposal. HPC has had no material input into the need for, location or design of the bridges, even in their revised form.

For example, at the community meeting on 30th November 2022 (when the bridge design was still evolving in conversation with Greater Cambs planning) U&C stated publicly that they would come back to HPC and discuss the proposal further before the application was submitted. Please see our previous comments (Appendix 2, Section 1, entitled "HPC's comments have not been addressed").

In fact, there was no further dialogue, and the application was then submitted on 9th February 2023. The following day, U&C wrote to HPC (plus Great Chesterford, Ickleton and Duxford) informing us all that the submission had been made, and offering to meet.

Of course, this was not genuine consultation because the application had already been made and the design had essentially been fixed. We went through a very similar process on the highways works.

In addition to our concerns about the bridges proposal, there are still also various other outstanding matters which at the time of writing have not been resolved (see Tracker of Actions, Appendix 1):

- Shortlist of options for New Road access / egress; (See Appendix 1, Item 1). We understand that the Technical Approval process with CC is ongoing, but there is still no reason why the options should not be discussed in the interim with HPC;
- Commitment to show more accurately the impact of the residential development on both DA1 and DA3 on the views south from New Road and across the playing field to the east (see Appendix 1, Item 2, including a photo illustrating the issue). This now all the more pertinent given that recent discussions over the Design Guide shows that levels are to raise to accommodate the proposed ground level car park structure on DA1;
- Input by HPC into improvements at the A505 / McDonalds roundabout, balancing the need to keep traffic moving whilst also having a viable crossing point for cyclists and pedestrians (also addressed at in the Community Forum Minutes, Appendix 3);
- Proposed 20 mph speed restriction for Hinxton village. Whilst we acknowledge the recent email from Caroline Foster (15 June 23) concerning the appointment of Andrew Cameron & Associates, we hope and trust that the issue will be progressed with diligence, albeit belatedly
- ANPR – Please see Pages 3 and 3 of Appendix 1 (under ‘ANPR traffic monitoring’). We have been requesting further information from U&C since January 2022. Whilst U&C have asked us to report any traffic infringements, it is frustrating that, they do not provide us with the tools to do so. Sixteen months have now elapsed, U&C have started their enabling works, but traffic on the A1301 / A505 is worse than ever and we still have no analytical data.

We acknowledge that some of these matters were discussed at the Community Forum meeting on 25th April 2023, however, we emphasise they have still not been properly resolved (see our comments on the minutes at Appendix 3)

We hope that the Committee will carefully consider both our original comments on the bridges proposal and these wider issues of trust and communication. There is an absence of convincing evidence to suggest that two bridges are needed at all.

We are disappointed that anything other than the two bridge option has been ruled out by the Applicant. We consider that, in proposing the two bridges as set out, the Applicant is simply paying lip-service to the objective of strengthening the relationship between the WGC and the wider community.

In reality, we believe, the primary drivers are the esoteric architectural and landscape design principles of the masterplan rather than a genuine attempt to strengthen the relationship between the campus and the existing community (see the summary under our original comments at Appendix 2).

We ask the planning authority to consider this matter carefully at committee and in particular to ensure the village of Hinxton is not wholly subordinated to the development ambition of the Applicant.

HPC comments on DLA Covering letter on bridge revisions, 26th May 2023

Comments of DLA	HPC Response, 21 st June 2023
<p>It is necessary to provide some factual corrections and clarifications in relation to aspects of the HPC consultation response.</p> <p>HPC's Previous Concerns and the Extent to Which These Have been Addressed</p> <p>The pre-application consultation with HPC was undertaken in accordance with the Applicant's broader commitment to positive engagement with the Parish Council.</p> <p>As relayed directly in separate correspondence to HPC, in relation to statements made in the response which are specifically relevant to this FPA, it is important to clarify the following: A range of additional points are made in the HPC response relating to other aspects of the future development of the WGC. These have been picked up separately with HPC on the basis that they are not directly related to the FPA</p> <p>HPC state: "Other than the photos included in the bridges application itself, we have not received mock ups, as promised on 30th November, of the views south from New Road and across the playing field to the east". The Applicant shared the views (which are referred to) at the meeting undertaken on 30 November, and also later provided these by email to the Parish Council. It is noted that these images were uploaded to the HPC website on 08 February.</p> <p>DLA and U&C are continuing to engage with HPC regarding views (most recently discussed as part of the Design Guide page turn on 19 May 23). U&C and its Design Team would be happy provide additional visuals at the appropriate stage, as the design work for the wider development progresses.</p> <p>HPC state: "It is disappointing to see that the Applicant has made no material changes to the bridge designs to reflect our concerns, and that there was effectivity no further engagement with HPC between December 2022 and submission of the application in January 2023". In its summary of its views on the HPA, the Parish Council indicates that it is: "...disappointed that U&C has made this application without further engagement with HPC as previously promised". This is the basis for HPC's assertion that the evaluation of the pre- applicant consultation within the SCE is misleading. The Applicant completed an extensive period of pre-application consultation in December 2022, in order to prepare the final application for submission in January. As part of this at a meeting with HPC, the Applicant was clear that it was intended that the FPA would be submitted early in 2023 and this point was reiterated at the Community Liaison Group meeting undertaken on 07 December 2022. The process to finalise and submit the FPA was therefore consistent with timings confirmed to HPC.</p> <p>The Applicant made considerable effort to engage HPC through pre-application discussions.</p>	<p>"Positive engagement" has not taken place. HPC has had no material input into the location and design of the bridges, even in their revised form. Despite promises to the contrary from U&C, no further engagement on the bridges was offered between 30th November 2022 and 9th February 2023 when the application was submitted.</p> <p>We still have not received further information, as requested, to show these views more accurately, and to clarify what level of tree maturity they rely upon, (although we understand it to be 25 years - please see Appendix 1, Item 2).</p> <p>The recent meeting regarding the Design Guide is acknowledged. However, that was the first time that HPC was made aware of the proposed new car park structure on DA1 and the new levels arrangements on the expansion land to accommodate the bridges. This only reinforces our desire to understand from a lay perspective how these affect the views from New Rd.</p> <p>At the 30th November 2022 meeting (when the bridge design was still evolving) U&C clearly stated that they would come back to HPC and discuss the proposal further <u>before the bridge application was submitted</u>. This did not happen.</p> <p>This is clearly not the case. The first date that HPC became aware (obliquely) of the bridges was during a call organised by U&C</p>

Comments of DLA	HPC Response, 21 st June 2023
<p>The Applicant listened to, and considered carefully, comments made by HPC and the local community. Changes were made to the proposals in response to a range of consultee feedback but not all the changes sought by HPC, have been accommodated. The proposals represent a well evidenced and balanced approach, having regard to a range of material and technical considerations. From the engagement undertaken in December, it was clear that there was a range of views regarding the FPA proposals. Whilst it is understood that HPC represents the local community it is considered that the preferences of HPC do not align with all local residents or the needs of the campus community. The views of HPC should be considered in the round by the Local Planning Authority as part of the planning balance, alongside the views of other consultees, stakeholders and the Applicant.</p> <p>In this instance, it is notable that the views expressed by HPC are not consistent with those expressed by other relevant consultees. As explored below, HPCs preference that the Northern Bridge is excluded in favour of a single central bridge would be detrimental in many respects. The suggestion that the Northern Bridge would give rise to material harm, notably to the setting of Hinxtton Hall, the Hinxtton Conservation Area and the Church of St Mary and St John the Evangelist ('Hinxtton Church') is not evidenced and is not a view shared by other relevant consultees, including Historic England ('HE'). There have not been any planning / technical considerations to indicate that the northern bridge is unacceptable in planning terms.</p> <p>"Bulk, Scale and Massing"</p> <p>HPC note the proposed dimensions for the bridges in terms of height, width and span. They raise a number of concerns in relation to the scale of the proposed bridges and conclude that they are large and bulky. It is suggested</p>	<p>about the A1301 upgrades on 5th July 2022, by which point extensive discussions and key decisions had already taken place since November 2021 with SCC and CC. (see the chronology attached to HPC's original submission, Appendix 2)</p> <p>This is inaccurate as it suggests that some changes have been made incorporated. Please confirm exactly what they are. <u>As far as HPC is concerned, no amendments at all have been made in response to HPC's comments.</u></p> <p>HPC is representative of the vast majority of the Hinxtton community. At recent village meetings (19th October and 30th November 2022) there was an overwhelming majority objecting to the manner in which U&C are progressing both the wider development and the bridges application. It is misleading to suggest otherwise.</p> <p>U&C have been very careful not to minute the level of dissatisfaction at those meetings. There was widespread dissatisfaction expressed by the village at these presentations, including (inter alia) as to why the bridges were not included in the outline consent, why two bridges are needed, why the Applicant had been consulting with SCDC since September 2021 without reference to the village (as noted in the Statement of Community Engagement attached to the Planning Statement), why the Northernly bridge was so close to the village and how construction traffic would be managed. Several people pointed out that the Applicant approached this exercise as though the A1301 were a "private road" and not a major link road between Saffron Walden and Cambridge.</p> <p>That is because HPC, uniquely, is the only stakeholder representing the interests of those currently living next to the development.</p>

Comments of DLA	HPC Response, 21 st June 2023
<p>that the design for the bridges will present over-engineered “urban type” structures which would be introduced into a rural landscape. It is also suggested that the Northern Bridge is overbearing due to its location close to New Road, Hinxton Hall and the listed Hinxton Church.</p> <p>As reported within the Design and Access Statement, the proposed Northern and Southern Bridges have been carefully designed, in close consultation with key stakeholders, including SCDC Urban Design, Landscape and Conservation Officers as well as representatives of Historic England. The proposed design has evolved to respond to comments raised through this consultation process.</p> <p>This had a specific focus upon ensuring that the design provides structures which sit lightly and elegantly within the landscape and heritage context of the site, but also respond to the needs of the campus and are designed to encourage seamless connections for a variety of active travel modes. The wider context may be rural, but the immediate context is the established WGC and its future expansion. The design seeks to reflect the Applicant’s vision and design aspiration for the expansion of the WGC. The future context for the design of the bridges (i.e., as prominent and connecting structures at the heart of the enlarged campus) is not recognised in HPC’s comments which are focused upon a consideration of the design within “an essentially rural landscape”. This is a matter considered in some depth in the submitted Landscape and Visual Appraisal (‘LVA’).</p> <p>The positive response to the consultation and iterative design process undertaken at pre-application stage is reflected by the comments made by SCDC’s Urban Design Officer through consultation. This confirmed the broad support for the design of the bridges whilst raising further detailed design points (which are now addressed through the updated FPA Proposals).</p> <p>SCDC’s Landscape Officer raised no concerns in relation to the landscape impacts of the proposed bridges. As set out above, the Landscape Officers comments in relation to landscape character were isolated to the design of the gabion walls. These concerns are now also resolved.</p> <p>The potential impacts of the proposed development upon the setting of Hinxton Hall was considered, in detail, within the submitted Heritage Statement. This concluded that very little of the Northern Bridge would be visible from any part of Hinxton Hall and its immediate setting. The Heritage Statement concluded that proposed new planting would be effective to further screen views to the Northern Bridge from Hinxton Hall in addition to the existing perimeter tree belt of the parkland. It also noted that a limited amount of co-visibility would not be detrimental to the setting of Hinxton Hall. The Heritage Statement confirms that there would be no harm to the significance of Hinxton Hall and that its setting would be preserved.</p> <p>The LVA concluded that the density, depth and maturity of the existing vegetation at the boundary between Hinxton Hall’s curtilage and the A1301, combined with its almost exclusively evergreen characteristics, means that the landscape setting of the hall within the conservation area will be unaffected by the proposal.</p> <p>Historic England’s consultation response dated 29 March notes the “collaborative nature of the pre-application discussions” and workshops undertaken with the Design Team and confirms specifically that Historic England is “satisfied that the scale, detailed design and palette of material of the proposed bridges would cause a low level of less than substantial harm to the significance of the grade II* Hinxton Hall, as a result of their impact on its setting”.</p>	<p>But not including HPC.</p> <p>We understand that this process had taken place for at least a year (from mid-2021) before HPC first learnt of it in July 2022.</p> <p>We do not consider the structures to be light and elegant. Look at their size.</p> <p>The highest part of the Northern Bridge will be around 10.5m, with a span of 63m, and the Southern Bridge will be around 12m high, spanning 50m.</p> <p>Both bridges will be between 6m and 10m wide. The associated ramp structures are also large, bulky structures, and it will take many years for them to be properly screened, if at all.</p> <p>It is surprising that the Urban Design officer’s views were not shared and discussed at an early stage with HPC</p> <p>Similarly, it is also surprising that the Landscape officer’s views were not shared and discussed at an early stage with HPC</p> <p>The Historic England comments do include acknowledgement that:</p> <p><i>“The proposed bridges and their approaches are very substantial structures which, unless carefully designed to take into account their impact on the setting of the</i></p>

Comments of DLA	HPC Response, 21 st June 2023
<p>Historic England have no objections to the application on heritage grounds. This conclusion is reached in the light of a recognition of the scale of the proposed structures and the importance of a sensitive design. Historic England note that were this not the case, then this would “likely cause a high level of harm to the significance of the Hall”.</p> <p>SCDC’s Heritage Officer responded to consultation on 14 March. This confirmed that there was no objection to the proposals. This response recognised the future baseline for the FPA proposals established by the Outline Planning Permission (‘OPP’). It also confirmed the officers view that the proposals would not adversely affect the setting of listed buildings. Specifically in relation to the design of the Northern Bridge, officers confirmed that:</p> <p>“The proposed north bridge could have the greatest potential impact on the setting of Hinxton Hall and views from the house. The acceptability of any manmade structure in this location, is likely to depend on the ability to retain this ‘natural’ landscaped setting. Documents within the application appear to show that this has been achieved.”</p> <p>The Heritage Statement also considers the potential for harm to the architectural interest of the Hinxton Conservation Area. The Heritage Statement concludes that the proposed boundary walls would provide new features of architectural and visual interest which would greatly improve the existing close board fence.</p> <p>The potential for cumulative impacts upon Hinxton Church was considered in the Heritage Statement i.e., the effects of the proposed development alongside the development which is approved for the expansion of the WGC. The Heritage Statement found that any harm would be at the lower end of less than substantial.</p> <p>The statements made by HPC within its consultation response in relation to the proposed design of the Bridges, concerns relating to landscape character, the potential for harm to the setting of Hinxton Hall and Hinxton Church should be considered in the light of the above and the context of the evaluation by relevant officers and statutory consultees.</p> <p>The Principle of the Proposed Bridges and Movement Patterns</p> <p>The HPC response states that the proposed bridges “were not deemed necessary at all under the outline consent”. Whilst it is accepted that bridges, as a crossing solution, were not expressly included within the Outline proposals, the principle of safe crossing and the integration of the two sides of the campus has always been a critical requirement – the detailed solution was not fully resolved at Outline stage but bridges were not precluded as a possible or preferable solution. The detailed access proposals for the A1301, including crossings, was not approved in detail as part of the OPP (further detail was always necessary).</p> <p>The approved Key Parameter Plan 1 (PP1) (WGC-ARP-XX-XX-DR-AX- 3) identifies (amongst other parameters) the locations for ‘Informal access – pedestrian and cycle’ and ‘Formal access – pedestrian and cycle’ connections across the A1301 between the existing WGC and the Expansion Land.</p> <p>This includes the principle that an informal access between Development Area 1 (‘DA1’) and the existing WGC at a point within the garden of Hinxton Hall and a Formal access would be provided between DA1 and the existing</p>	<p><i>grade II* listed Hinxton Hall, would be likely to cause a high level of harm to the significance of the Hall”</i></p> <p>That may be true, but it is surprising that <u>such a fundamental change to the outline scheme was not discussed as early as possible with the stakeholders whose daily lives would be most affected by the proposal.</u></p>

Comments of DLA	HPC Response, 21 st June 2023
<p>WGC at a location to the south of East Lodge. The proposed Northern and Southern Bridges will provide these crossings which are required by the OPP.</p> <p>The form of the crossings was not fixed through the OPP and this is reflected by Paragraph 2.6 of the approved Development Specification (April 2019) which is clear that:</p> <p>“...The new formal and informal pedestrian crossing points, traffic calming measures, new highway and surface treatment, cycle and pedestrian routes, street lighting and changes to boundary treatments will be agreed with the local planning authority, in consultation with Cambridgeshire County Council”.</p> <p>Therefore, it is inherent within the OPP that an understanding of the form and method for delivering the Formal or Informal crossings was not resolved and would be subject to further consideration.</p> <p>The FPA proposals reflect the outcome of the further consideration which is required by the approved Development Specification document.</p> <p>Contrary to the first paragraph below point 4 of the HPC consultation response, the above context established by the OPP is the starting point and ‘primary driver’ for development proposed by the FPA.</p> <p>Of significance, the principle of the provision of two bridges was endorsed as part of the ‘Specific recommendations’ from the Cambridge Quality Panel as part of its review of the FPA proposals and wider design of the WGC Expansion.</p> <p>HPC’s Preferred Alternative – A Central Crossing</p> <p>The HPC response sets out the Parish Council’s preference for an alternative design, i.e., providing a single bridge crossing at the expense of the Northern Bridge which would be excluded.</p> <p>Much of HPC’s analysis supporting its rationale for why the Northern Bridge should be excluded from the proposals is based upon a view that the at grade crossing of the A1301 at the new roundabout access to DA1 would be preferred by cyclists and other users travelling from Hinxton. HPC consider that such users would use this facility instead of the Northern Bridge on the basis that access to the Northern Bridge via its ramps would represent a longer journey in comparison. Whilst crossing of A1301 will not be prohibited, amendments made to the FPA during the determination period (explained below) mean that the at grade crossing is not going to be a convenient or appealing option for those approaching the campus from Hinxton, especially in the longer term when open access through the Campus northern entrance will facilitate a more direct route to the Northern Bridge.</p> <p>In response to Cambridgeshire County Council’s Stage 2 Road Safety Audit (‘RSA’), the design of the proposed A1301 footway / cycle path has been updated to exclude the point of connection for pedestrians previously proposed as part of the A1301 RMA adjacent to the junction of New Road and the A1301 via a gap in the Serpentine Walls.</p> <p>This change was necessary due to concerns arising from the RSA relating to the assessed risks which could arise for vulnerable pedestrians as a result of the provision of this connection.</p>	<p>Surely the at-grade crossing will appeal to Hinxton residents as it offers a shorter and more direct route to the expansion area? The route via the northern bridge, involving an additional 130m southwards to get on to the bridge is significantly more convoluted (and the spiral ramp points Southwards away from the village another 20 or 30 metres). The need for a safe route to and from the primary school appears to “officially” underpin the choice of two bridges rather than one, but the primary school (if it is ever built, which decision remains with the Education Authority and not with the Applicant) will not be accessed in this way from Hinxton.</p> <p><u>The DA3 School Connection (footway), accessed from the centre of the village, will most likely be used instead (see diagram, p.7 Appendix 2), which has now been removed from the Design and Access Statement (was originally at p25, figure 9).</u></p> <p>It is also worth noting that the number of primary school age children in the village is</p>

Comments of DLA

HPC Response, 21st June 2023

The updated design for the FPA proposal responds to the amendments necessary for the separate A1301 improvements scheme (benefiting from planning approval but undergoing technical approval) but maintains a connection to the A1301 footway / cycleway and the at grade crossing, from the paths within the Existing Campus directly to the north of the Northern Bridge. The Northern Bridge would continue to be the most safe and convenient means of crossing the A1301 for those travelling from Hinxtion village in this context. Also taking account of associated amendments to the serpentine walling in this location, the direct desire line from Hinxtion to the expansion land will be via the northern bridge.

HPC's preference for a central bridge would present a longer journey prior to crossing the A1301 when compared with the proposed Northern Bridge design.

More fundamentally, HPC gives no consideration to the optimal solution for the campus population, who will generate the vast majority of movements across the A1301; the bridges are designed to respond to the desire lines within the campus and one central bridge would relate very poorly to the primary generations of movement, clustered around key destinations the north and south of the existing campus and at the gateways to the expansion land. Placing a single bridge where it is neither convenient for Hinxtion village residents or campus residents would not create the direct, seamless link that is intended.

Other Issues

Tree Removal

The HPC response welcomes the proposals for new tree planting but raises concerns in relation to the suggestion that targets for eventual tree canopy cover are based upon an assumed twenty-five-year time horizon.

It should be noted that the proposed is for a substantial increase in tree canopy cover with the intention to double tree canopy cover at the twenty-five-year time horizon.

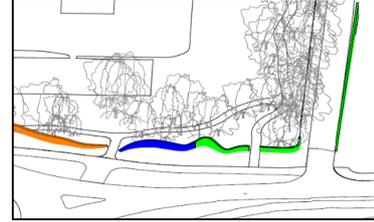
The proposed tree planting will provide a considerable contribution towards the suggested targets on upon its delivery i.e., from the outset.

Disruption During Construction

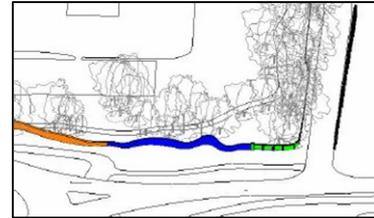
The HPC response indicates that CCC Local Highways Authority has objected to the FPA based upon the "lack of traffic planning" and a view that "The A1301 and A505 are already under immense traffic pressure". This is an inaccurate representation of issues raised by CCC and the Applicant has in any case responded to all matters raised by CCC and has not been made aware of any further concerns. HPCs position is inconsistent with the basis of the CCC comments which relate to the need to clarify the approach to construction access i.e., not concerns relating to development traffic. It is accepted that there would be some construction traffic to deliver the proposed infrastructure. However, in principle, the proposals will not generate any development traffic. They are specifically designed to provide exceptional pedestrian and cycle connections which will have the effect of facilitating non-car trips between the Existing Campus and Expansion Land.

currently low (estimated at no more than 20) so the school is unlikely to be well used in any event by Hinxtion residents.

**Serpentine Wall / New Road junction
Original**



Proposed



The proposed removal of the two pedestrian points of connection is illustrated above. The safety concerns of CC are acknowledged, however we cannot see the road safety audit in submitted material please can we see it.

The amendments to the A1301 consent provide for a new cycle route adjacent to the wall. Closing off these two connections will force pedestrians from Hinxtion to walk along New Road (which is likely to be dangerous in itself) since it is unlikely that will walk the extra distance to the northern bridge. Please provide further clarification as to why these are proposed to be removed.

Please refer to our original concern that U&C misunderstand the likely patterns of movement to and from the village to the expansion are (Appendix 2 'Why does the applicant dismiss a central bridge?')

This assumes, likely incorrectly, that the bridge was originally going to be well used by Hinxtion residents (again please see (Appendix 2)

Please provide clarity about the proposed tree cover from Day 1 and then in incremental 5 year stages up to 25 years

We ask for clarification as to whether the A1301 will need to be closed to erect the proposed bridges and if so for what period?

Comments of DLA	HPC Response, 21st June 2023

APPENDIX 1 – TRACKER DOCUMENT – HPC / U&C

Action Items – Caroline Foster's 21.10.22 email Progress Record

HPC comments in RED @ 8 March 2023

U&C replies in BLUE @ 6 April 2023

HPC further comments in GREEN @ 21 April 2023

Please can we have an update on each of the items below: -

1. To consider the New Road/A1301 junction (especially the right turn out of New Road)
We were told at the 30 November meeting that U&C would come back to us with 4 options for discussion. That has not happened. We have only received U&C's response to 22/03615/REM (Reserved Matters Approval in respect of improvement works along the A1301) which makes anecdotal reference the issue and appears to dismiss the concern.

Changes to the New Road/A1301 junction do not form part of the Outline design however we agreed to review this as a separate piece of work following feedback at the October community forum. At the next meeting we showed 4 options that our designers were considering but also explained that it was important to allow the A1301 application to progress given the advanced nature of technical negotiations with CCC and acknowledged that this would take some time.

Changes to the junction are currently being considered by U&C and we have informed County highways that we will be issuing design options to them in the next few weeks. Following discussion with CCC we will update the Parish Council. If any further improvements are feasible, they will be pursued as an update to the wider approved works.

Please note that these works are not a planning requirement so we have not yet updated South Cambs on potential design options. We will provide an update after our initial discussion with CCC.

Thanks. At the meeting with Hinxtton Village on 30 November, you explained that feedback on New Road access / egress was not for that meeting. You explained that your design team were reviewing options with highways yes. But what you committed was that you would come back to Hinxtton Village with a shortlist of options for comment. It is that feedback which we await, that opportunity for comment as part of the consultation process.

Can I just check it remains your intention to come back to the village (hopefully at tomorrow's forum) with a shortlist of options for comment, per the 30 November meeting?

[for the avoidance of doubt, the follow up 7 December 2022 Community Liaison meeting (to the Parish Councils of Hinxtton, Great Chesterford, Ickleton and Duxford) was just a roll out of the same presentation as was put to Hinxtton Village community forum on 30 November 2022].

2. Produce mock ups of the views south from New Road and across the playing field to the east we have not received these mock ups (other than the photos included in the bridges application itself)

We shared these views at the November meeting and also emailed the presentation to the Parish Council. Please note this was uploaded to the Hinxtton Parish Council website on 8th Feb.

<https://www.hinxton-pc.org.uk/community/hinxton-parish-council-7847/wellcome-trust1/>

Slides 5, 6 & 7 provide views across the playing field. Slides 18, 19 & 20 provide views from New Road for both the original outline and our current design.

The views East don't really show anything at all (and are not from New Road or from Hinxtton Village, or across the playing field). If you are saying that none of your residential on DA3 will be visible then great, but a number of people at the meeting questioned whether this was realistic. Your slide 7 is snipped below. The commitment in response was to show those views more accurately (and to clarify what level of tree maturity they rely – trees at 25 years?). People want to know how much of the completed development they will see looking East (both of DA1 and of DA3)



3. We are also progressing a study of the improvements at the A505/McDonalds roundabout however this is a larger piece of work and already defined in the S106 agreement so timescales tbc. **Update awaited**

Discussions are ongoing with CCC re. the design of the roundabout. As communicated at the last community forum the first highways works will be the A1301 improvements which are anticipated to take approx 18 months. Once completed we will immediately start on the roundabout improvements however the timetable for undertaking these works is still to be agreed with CCC. We will keep you updated at every stage but please note this design work will take some time to agree with the County Council. **Noted, as a stakeholder and as the road users, please can we be included in the design discussion? We need to meet the dual imperatives of keeping the traffic moving and having a viable crossing point for cyclists and pedestrians.**

4. We are currently considering how we can best support Hinxtton Parish Council in looking at a speed reduction to 20mph through the village (*Emma, we discussed the complexities of this after the meeting so perhaps we can arrange a workshop with the Parish Council to agree how best to approach this?*) **We have heard nothing more**

I didn't receive a response to my original email above but we would be very happy to arrange a workshop to progress this. As discussed at the meeting we can also involve members of our design team to consider various design options. However I understand this had been considered before and that some residents were reluctant to reduce the village speed limit so it would be good to discuss this further. Perhaps you could let us know some potential dates that might work for Parish Council members in person or online, whichever works best.

James/Fiona - please note that these are additional works and not a planning requirement so just checking if you would like to join this meeting? We thought you would volunteer dates as with the other meetings. Please can you let us know when you can arrange a workshop? The real limitation is the A1301 upgrades is that they completely ignore the impact on the village, both in the high street and on the "cut throughs" back to Junction 10 of the M11 – New Road, Ickleton Road, High Street and Duxford Road, despite our lobbying.

5. Meeting to be arranged with U&C and CPPF to agree study/next steps re. the water mill. **We have heard nothing more.**

We provided an update at the last community meeting. Since then we have met with both CPPF and the EA. Site inspections and surveys have been undertaken and design is progressing. Once the design is completed the works will need to be costed and we can then provide an update to the Parish Council on next steps. Noted, please can we be included in the design development discussion. Are there minutes of the meetings with CPPF and the EA?

Please note these works are not a planning requirement so we have not updated South Cambs on progress until we are clear on next steps.

On the bridges application itself, we were told in November that design discussions were in process and that U&C would come back to us before the Application was submitted. That has not happened.

Both the Hinxtton Community Forum in November and the Community Liaison Group in December specifically focussed on the detailed design of the bridges with our architects and landscape designers in attendance at both meetings to answer any design questions. We advised that the bridge application would be submitted early in the new year and that we would contact the Parish Council once submitted. We emailed to notify the Parish Council on the 10th Feb offering a meeting to discuss the application. This is not correct. What was said at the 30 November meeting was the design discussions were ongoing with Greater Cambs planning, highways, others and that you would come back to us before the application was submitted. Telling us that the application has been submitted is of no material benefit. Greater Cambs planning tell us that in any event.

The village is a key stakeholder in this process, but had no input into the bridge design / location at all. So we are in the same position as we were on the highways upgrades, where you say you cannot talk to us meaningfully, because design is ongoing and because you don't know what the planners will agree. You then submit the application without further reference. For us it calls into question what "consultation" really is. Do you discharge that commitment by telling us what you are doing and when you have done it. Or is it more than that? This is particularly pertinent here because you are making all sorts of assumptions about what people in the village want and need. The village is part of the wider development.

On ANPR traffic monitoring, despite our many requests we have heard nothing more.

As previously communicated to the Parish Council we are in dialogue with the County on ANPR however it is likely to take some time to agree the approach and our highways engineers are currently developing the scheme. Please note under the S106 ANPR monitoring is not required to be undertaken until there are 200 full time equivalent employees at the development however we are committed to installing this as soon as possible, just as we did on our Waterbeach development. We will update you once this has been progressed further with CCC.

Well your enabling works are underway and we have been asking for ANPR since January 22 (see our comments on the Condition 51 construction traffic management plan). Greater Cambs could and should have obliged the use of ANPR against Condition 51 discharge. If you look back at the David Lock comments (attached pdf last para) the key point is that U&C commit to dealing with traffic infringements where we can evidence them.

This is completely circular because we can only evidence traffic infringements with ANPR.

We say you are bringing 10 years of construction traffic to the village and that you should offer open disclose of the impact of your construction works on local traffic flows.

15 months on you have started your enabling works, traffic on the A1301 / A505 is worse than ever and we have no data.

Please can you let us know how long you need to progress this further.

There was huge dissatisfaction from the village at the U&C presentations on 19 October and 30 November. U&C's reaction to that has just been to shut down the channels of communication that existed prior to the 19 October meeting, as below.

Communication:

Caroline's proposal was as follows:

- Community forum: next session on 30th November in person at Hinxton Village Hall. This next Community Forum will focus specifically on bridge design plus an update on studies 1 & 2 above. This will be a hybrid meeting with first hour presenting on design and second hour allowing 1-2-1 discussions and questions. *(Anne, can we please book the hall that night from 5.30 – 8.30. We are happy to arrange leaflets and a caterer for teas & coffees again).* **We were told at this meeting that design development was ongoing and that U&C would come back to us before the application was submitted. That has not happened, the application was simply submitted.**

We were very clear at the meeting on 30th November that the application would be submitted early in the new year and reiterated this at the CLG on 7th Dec. We advised that we would contact the Parish Council once the application had been submitted, which we did on 10th Feb.

This is not correct. What was said at the 30 November meeting was the design discussions were ongoing with Greater Cambs planning, highways, others and that you would come back to us before the application was submitted.

- Community Liaison Group (CLG) in person with all four Parish Councils - Hinxton, Ickleton, Duxford, Great Chesterford. This will also be in person but held on campus on 7th December and will focus on bridge design. **The meeting for today has just been cancelled.**

I sent an email two weeks ahead of the CLG meeting advising that we were still working through South Cambs feedback on the Design Guide and therefore asked to postpone the meeting by a few weeks (email attached).

We apologise for the delay however it was not appropriate to present the Guide without having considered South Cambs feedback first. The meeting has been rearranged and the Hinxtton Community Forum will now take place on 24th April. Sure the point we are making is that this is after the cut off for comments on bridge design on April 6, that outwardly you didn't want to discuss the bridge application as made in this forum. Just on date coordination, please can you check in with the Parish Clerk that the dates work for the Parish before issuing them. This is already being advertised on the Hinxtton Parish Council website and the flyers will be distributed in the next week. The CLG meeting is scheduled for 25th April.

- Planner to planner meetings online/Teams (Fiona, Claire, Helen, Nigel) to discuss planning submissions, technical queries (timing of meetings tbc by Nigel) **There have been no such meetings. Nigel actually agreed with you these meetings would include Parish Councillors as we don't have time to brief and debrief with Nigel.**

The following meetings have recently been offered

- Temporary substation – email on 18th November advising of submission and meeting offered. Email acknowledged but no meeting required. Yes the temporary substation is not really relevant to the village as you will appreciate.
- A1301 re-submission – email to four Parish Clerks advising of this submission on 2nd December and meeting offered to discuss. Meeting held with Nigel Hawkey. This was a post submission discussion on 14 December 2022 with Paul Kessler-Lyne of DLA. How is that consultation? By that point we are better off responding to the application, which had been submitted.
- Bridges – email to all four Parish Clerks on 10th Feb to advise of the submission and meeting offered to discuss the application. No responses were received. You had already submitted the application. How is that consultation? By that point we are better off responding to the application, which had been submitted.
- Current monthly meetings will be replaced with workshops on specific topics. I'd like to use the first couple of workshops to continue some of the discussions we started on Wednesday night please such as how we can help with village speed limit, village hall improvements etc. *(Emma, Sarah, I know we were discussing how work and childcare can make meeting times difficult so please just let me know what works best for you. I'm happy to do a Teams call online in the evening or I can meet in person in Hinxtton after work, whatever works best)* **There have been no workshops at all.**

I didn't receive a response from the Parish Council on this but I'm very happy to meet to discuss. I understand that not all Hinxtton residents are in agreement that the village hall improvements should be carried out however if the decision has been made to proceed with these works then we are happy to help with the design, consultation and delivery. Alternatively, we can just make the contributions as set out in the S106. Please let us know how you would like to proceed. We would like workshops on the speed limits please. For all other meetings you just put dates in diaries, but please can we have a teams call at 7.00 on a weekday evening. If you let us have some possible dates we can check they work at our end.

So our concern remains that U&C are “going through the motions” of consultation, without really factoring or responding to the concerns of local people. We have a decade of construction traffic and development on our doorstep and deserve better.

APPENDIX 2 –

ORIGINAL COMMENTS OF HPC ON BRIDGES PROPOSAL

4th April 2023

Construction of two bridges and all associated structures, ramped walkways, stairs, lifts, boundary wall, footway and cycle paths, lighting, utilities, construction access, construction compound, hard and soft landscaping works, planting, tree removal, earthworks, drainage infrastructure, surface water drainage features and all necessary enabling works and demolitions (application ref. 23/00482/FUL)

Thank you for consulting Hinxton Parish Council ('HPC') on the above application. The matter was considered at our meeting on 13th March 2023, and the following comments have been endorsed on behalf of HPC.

KEY POINTS

In summary, our view on the principle of the bridges is as follows:

1. We are disappointed that U&C has made this application without further engagement with HPC, as previously promised;
2. The bridges are significant, over-engineered structures detracting from the rural character of the village;
3. The northern bridge is overbearing due to its location close to New Road, Hinxton Hall and the listed Hinxton church (while the illustrations of the bridges in the Design and Access Statement (DAS) appear to show trees at 25 year maturity);
4. The proposal does not reflect the likely patterns of movement to and from the village to the expansion area.

We now elaborate further :

1. HPC's previous concerns have not been addressed

From the point that the bridges were first mentioned in July 2022 in connection with the A1301 upgrade works, we have been challenging U&C (the Applicant) about the principle of the bridges, which were not deemed necessary under the outline planning consent. Please see the attached chronology as Appendix 1, but in summary:

HPC was first made aware of the bridges proposal during a call organised by the Applicant about the A1301 upgrades on 5th July 2022¹, when we were surprised at seeing advanced designs not part of the outline permission and which had not been previously discussed. This was followed up by our letter of 29th July 2022 (further copy attached as Appendix 2) and several emails to Caroline Foster and her colleagues.

Hinxton Community Forum Meetings were then held on 19th October 2022 (general development update) and 30th November 2022 (bridge presentation), and a Community Liaison Group meeting (involving all the parishes) took place on 7th December 2022 (repeating the bridge presentation).

The meetings were well attended. There was widespread dissatisfaction expressed by the village at these presentations, including (inter alia) as to why the bridges were not included in the outline consent, why two bridges are needed, why the Applicant had been consulting with SCDC since September 2021 without reference to the village (as noted in the Statement of Community Engagement attached to the Planning Statement), why the Northerly bridge was so close to the village and how construction traffic would be managed. Several people pointed out that the Applicant

¹ Not 3rd July as mentioned in the Statement of Community Engagement

approached this exercise as though the A1301 were a “private road” and not a major link road between Saffron Walden and Cambridge.

The narrative from the Applicant was that design discussions were ongoing and that they would revert to HPC before the bridge application was submitted, but they needed to progress discussions with the Greater Cambs planning team first. In practice, that has not happened. There were no further meetings on the bridges prior to the submission of the bridges application, while the latest community liaison meeting (8th March 2023) was cancelled and has been rescheduled for 26th April 2023. One could be forgiven for thinking the Applicant does not want a community liaison meeting whilst the bridges application is live.

There is a strong feeling amongst the residents of the village that the Applicant appears to have closed off the channels of communication that existed prior to the 30th November 2022 meeting, both as regards the bridges, the A1301 upgrades and more generally. Other related examples:

- We were told at the 30th November meeting that the Applicant would come back to us with four options for discussion regarding the New Road/A1301 junction. That has not happened. We have only received the Applicant’s response to 22/03615/REM (Reserved Matters Approval in respect of the A1301 improvement works) which makes anecdotal reference the issue and appears to dismiss the concern;
- Other than the photos included in the bridges application itself, we have not received mock ups, as promised on 30th November, of the views south from New Road and across the playing field to the east;
- A promised update is still awaited regarding a study of the improvements at the A505/McDonalds roundabout;
- A commitment was given by the Applicant (30th November) to support HPC in looking at a speed reduction to 20mph through the village, however we have heard nothing more;
- There has been no further contact regarding ANPR traffic monitoring, despite promises that discussions would be progressed and despite the commencement of enabling works on the existing campus and within the expansion land. That discussion goes back to last July.

It is disappointing to see that the Applicant has made no material changes to the bridge designs to reflect our concerns, and that there was effectively no further engagement with HPC between December 2022 and submission of the application in January 2023. The DAS states (5.1) that *“U&C has undertaken a substantial programme of pre-application engagement with key stakeholders... This work has had been a primary driver of the evolution of the proposed design from concept stage to the final design of the proposals subject to this FPA”*.

The statement above is very misleading because it does not account for the consistent concerns expressed by HPC as a key stakeholder.

The pattern of “consultation” is exactly as the same as was the case for the A1301 upgrades in August last year, whereby the Applicant seeks to discharge their community consultation obligation by presenting their developed design on the cusp of the planning application and with no real intention of making adjustments (see the summary at Appendix 1 for details). Is that really the limit of the Applicant’s obligation in planning terms, when embarking on a decade of development on the edge of Hinxton village?

Ultimately, it is the interests of both parties that the new development is well integrated with the existing village, and we urge the Applicant to engage with the concerns of local people.

2. The bridges are significant, over-engineered structures detracting from the rural character of the village;
3. The northern bridge is overbearing due to its location close to New Road, Hinxton Hall and the listed Hinxton church.

Bulk, Scale and Massing

The highest part of the Northern Bridge will be around 10.5m, with a span of 63m, and the Southern Bridge will be around 12m high, spanning 50m.

Both bridges will be between 6m and 10m wide. The associated ramp structures are also large, bulky structures, and it will take many years for them to be properly screened, if at all. The image at Figure 14 of the DAS confirms our particular concerns about the impact on the New Road corner where it has a particularly overbearing appearance.

We re-state our view that these are over-engineered, urban type structures introduced into an essentially rural landscape (“city in the countryside”). There is an absence of convincing evidence to suggest they need to be this large for the numbers of pedestrians and cyclists intended to use them.

They were not deemed necessary at all under the outline consent.

Lighting

We note the information supplied, proposing low-level lighting to the bridge decks, ramped access walkways and stairs, and “feature lighting” to the bridge, landscape features and to paths within the WGC, together with high level street lighting adjacent to the bridges themselves. This reinforces our concern that the proposal involves the introduction of alien urban type structures introduced into a rural landscape.

In comments on the previous RMA for the A1301 improvement works (22/03615/REM) we asked for further clarification of the actual effect of the new lighting in layperson’s terms, and confirmation that the proposal would accord with the Applicant’s previous commitment to an E1 lighting zone (Condition 24 site wide lighting strategy) in the land closest to Hinxton. This has still not been received.

The additional features referred to above will only exacerbate the lighting impact, and we would again request clarification of this impact in lay terms. We do not currently accept the Lighting Strategy conclusion that there would be “a negligible impact onto the character of the existing area” and a “minimal impact on the existing ecology and surrounding areas”.

4. There are incorrect assumptions about movement patterns

We submit that the start point for the Applicant has been to introduce two bridges to match the U shaped development layout in the Expansion Land. The primary drivers are the esoteric architectural and landscape design principles of the masterplan rather than a genuine attempt to strengthen the relationship between the campus and the existing community. The Applicant has then tried to match the human movements to that design vision.

The Planning Statement (para 3.5) emphasises the importance of “*strengthening the relationship between the WGC and the wider community. In time, improved connectivity will support an opening up of the Campus and the facilities it will offer*”.

The point is also made in the DAS : (Para 7.30, p48) the northern bridge "given its proximity to Hinxtion Village, will become important infrastructure to supporting Hinxtion residents to cross the A1301 in order to access new facilities brought forwards as part of the Wider Development"

We submit these linkages could be achieved more simply and more sustainably without the need for a Northerly bridge at all.

Figure 9, p25 of the DAS assumes that both cyclists and pedestrians coming from the village will use the northern bridge to cross the A1301, whereas pedestrians only will cross the road at grade.

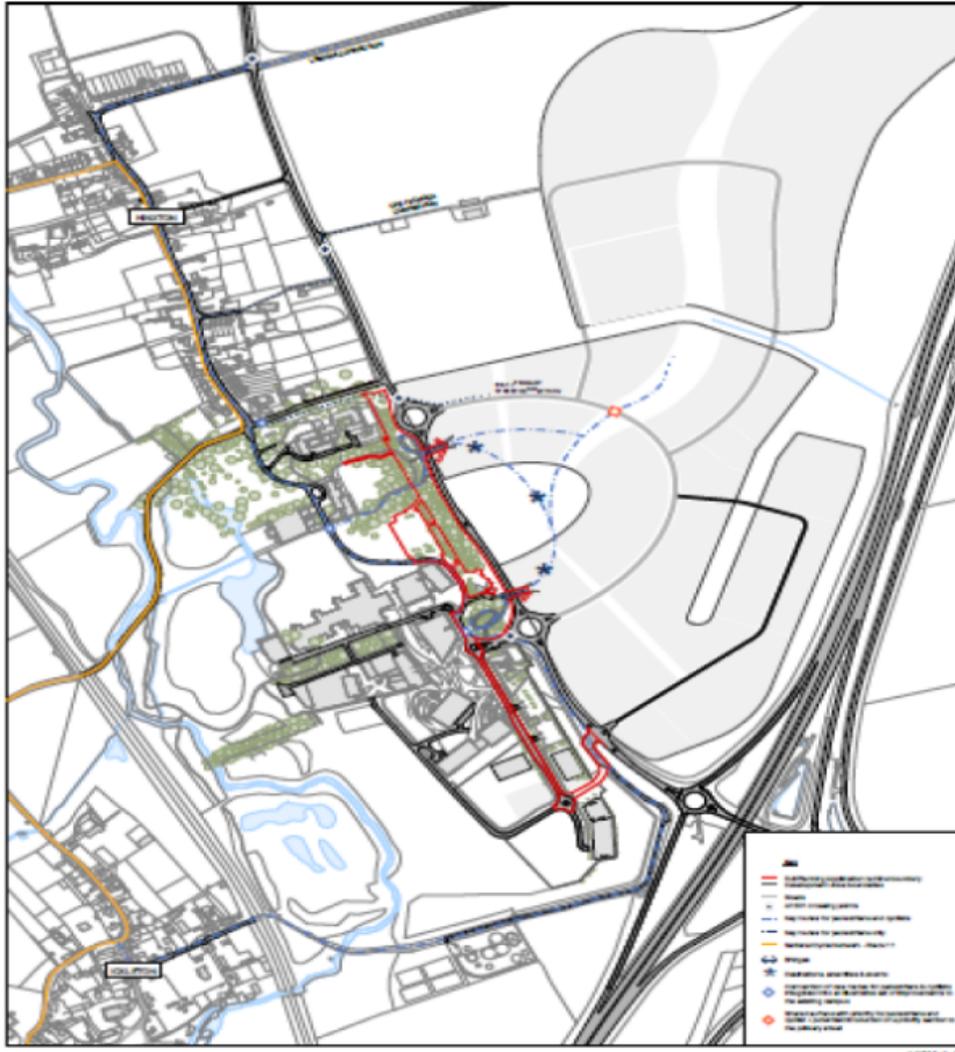
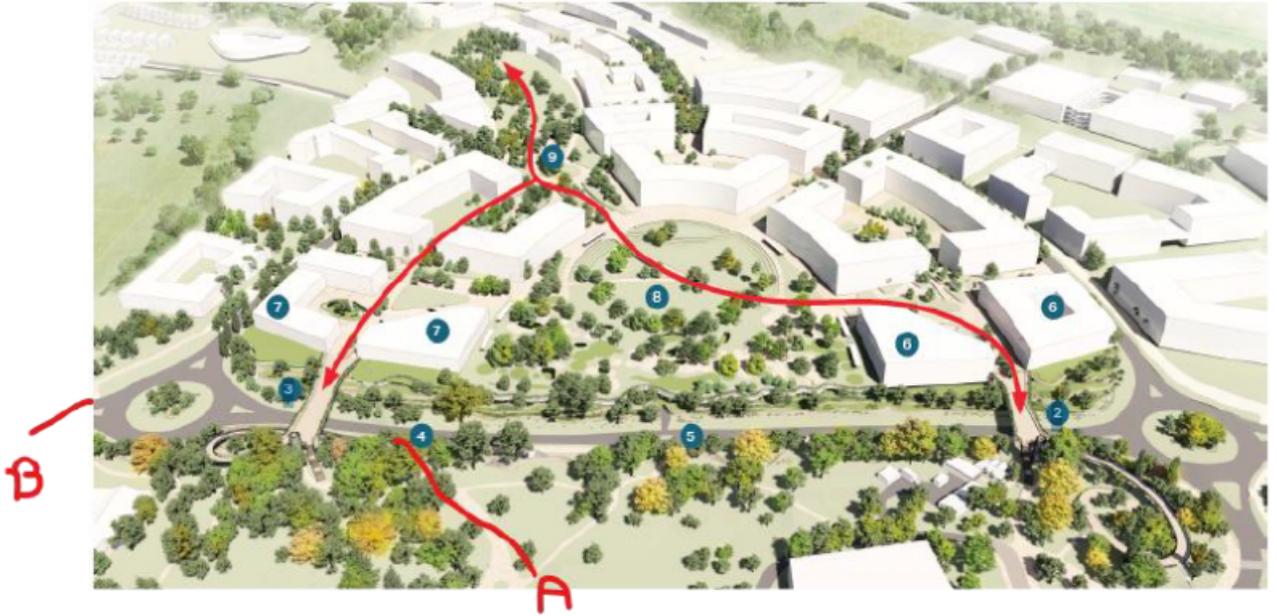


Figure 9 Future Connections to Hinxtion Village and Ickleton - this figure shows how the bridges relate to wider connections within the local area (to Hinxtion Village and Ickleton)

Once cyclists / ramp users from Hinxtion enter the existing campus from High Street, under the current proposals, they then need to travel past the Northerly bridge, to get on to the ramp marked A under the drawing below. The spiralling ramp gravitates away from the village and not towards it.



We do not accept the Applicant's assumptions that this will be the likely movement of pedestrians and cyclists from Hinxton. We consider there is little chance that they will use the northern bridge (which the Applicant states to be 130 metres South of New Road), and will instead use the DA1 at-grade crossing at the northern roundabout (marked B above). It is so much closer.

The DA1 crossing at the Northern roundabout is also shown more clearly in figure 32 of the DAS, page 42 (repeated below), here acknowledging the crossing to be for cyclists and pedestrians (in reality one cannot stop cyclists using it).



Figure 32 The Purpose and Function of the Proposed Route Network and Indicative Future Routes within the Existing Campus

Imagine yourself at the top of New Road, you look to your right. You see the at grade crossing North of the Northerly roundabout (by the car in the figure below). People leaving Hinxton Village are far more likely to cross there than to continue another 130 metres down the road to get on to the Northerly bridge.



With regard to cyclists and pedestrians accessing the school, we consider that the vast majority will use neither the bridge nor the DA1 crossing; rather they will take the central path from the village to access the school through DA3, which is much closer.

Table 1 on p24 of the DAS identifies the alternative options for crossing the A1301 (including the central path through DA3). An extract from figure 9 on p25 is repeated below, under which the Applicant quite clearly shows the school connection across the DA3 expansion land.

Of course it is also worth pointing out the primary school provision has not been finally settled in any event. Against the S106 agreement there is a process of consultation with the County Council, with the ability for the Council to seek an off-site primary education contribution instead.



Why does the Applicant dismiss a central bridge?

Table 1 of the DAS identifies the alternative options for crossing the A1301.

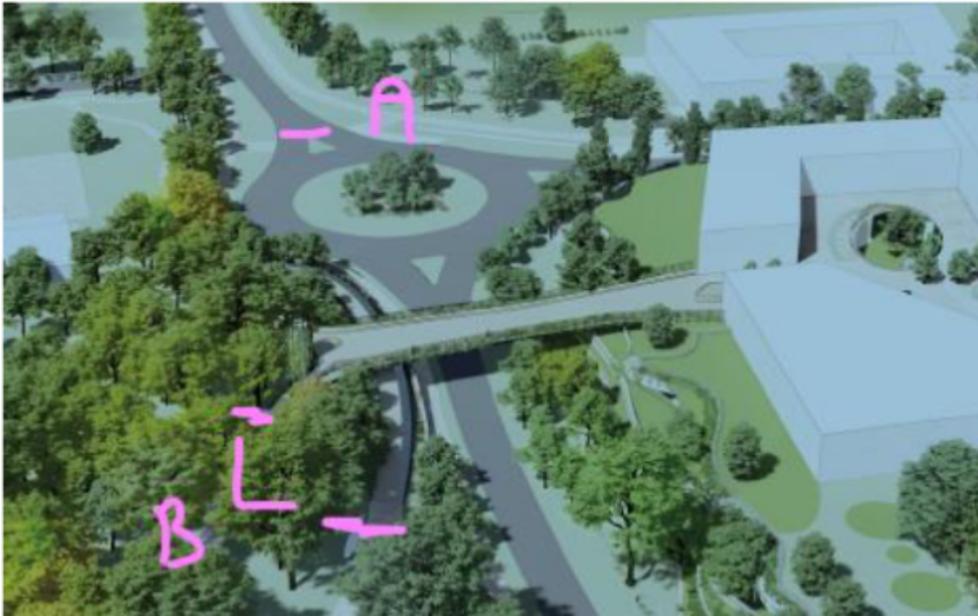
The Applicant states that a single, centrally located bridge was discounted because:

“The provision of two bridges and their proposed locations has been informed by consideration resident and staff numbers and their most likely desire lines.

These connections provide a safe route from the existing campus and the village to the primary school [emphasis added] and the other amenities that will be provided on the campus

There is the potential that a central bridge could influence more pedestrians and cyclists to cross at grade in the location of the two gateway clusters proposed on the emerging masterplan”.

The need for a safe route to and from the primary school appears to “officially” underpin the choice of two bridges rather than one, but as noted above, we consider anyway that the school (if built) will not be accessed in this way from Hinxton, and that the Northern footway across DA3 will be used instead. Further, the use of two bridges does not stop pedestrians and cyclists crossing the road on the DA1 crossing at the Northern roundabout. DA1 is so much quicker. See the extract from figure 40 of the DAS below, with the Northern crossing marked A and the bridge access marked B.



There is also a further road level crossing centrally located between the two bridges.

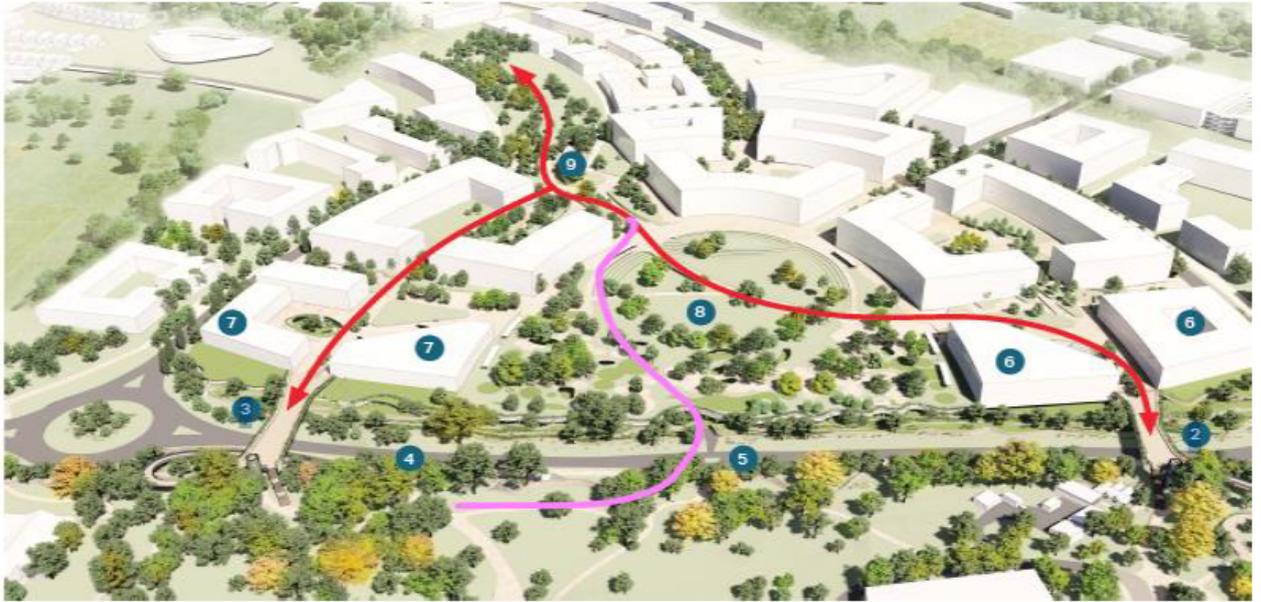
Why would a single central bridge be preferable?

Removal or relocation of the northern bridge further south would dramatically soften the visual impact when viewed from the corner of New Road and the A1301. The impact is demonstrated by the image at Figure 14 (p.28) of the DAS (this image is also misleading in that it does not show the proposed DA1 at-grade crossing, while the trees appear to have been added at 25 year maturity).

In terms of human movement if the bridge were centrally located, there would be a more legible diagonal route through the campus to then cross the road.

Correspondingly, on the northern side of the road, the route would be straight up through the Green Spine, a shorter and more direct route than currently proposed through the northern gateway buildings.

We have annotated Figures 30 and 31 (pp.40 and 41) of the DAS (in pink below) to illustrate the point below and we would request that these aggregate distances be modelled (central bridge vs northern bridge). It would also be useful if the diagrammatic aerial image at Figure 40 (p50) could be updated to show the DA1 at-grade crossing.



Other issues:

Without prejudice to the in primary concerns, we also provide the following comments on the details of the submission.

a) Tree removal

We are concerned to see that 62 trees and 10 tree groups are to be removed including some Category B/C and Category B trees (total canopy lost 1,555 sq m).

Whilst we welcome the proposed replacement with 2,776 sq m new canopy it appears from the Tree Replacement Strategy that this will only be achieved after 25 years. How many of the images in the DAS are showing trees at 25 year maturity?

The Applicant should please clarify whether more ambitious targets can be met, for example enabling the status quo to be achieved more quickly.

b) Disruption during construction

Accepting that this will be addressed in detail at reserved matters stage through the CEMP, we would welcome more information now as to how the work will be implemented, because it presumably adds a significant layer of difficulty to an already complex operation. For example, will temporary closure of the A1301 be required to implement the bridge crossings?

We note that the Highways authority have objected to this application based on the lack of traffic planning. We share their concern. The A1301 and the A505 are already under immense traffic pressure.

Summary

We are disappointed that the Applicant has made this application without further engagement with HPC, as previously promised.

The bridges are significant, over-engineered, urban type structures introduced into an essentially rural landscape.

There is an absence of convincing evidence to suggest they need to be this large for the numbers of pedestrians and cyclists intended to use them.

There is an absence of convincing evidence to suggest that two bridges are needed at all.

We are disappointed that anything other than the two bridge option has been ruled out by the Applicant. We consider that, in proposing the two bridges as set out, the Applicant is simply paying lip-service to the objective of strengthening the relationship between the WGC and the wider community.

In reality, we believe, the primary drivers are the esoteric architectural and landscape design principles of the masterplan rather than a genuine attempt to strengthen the relationship between the campus and the existing community.

We ask the planning authority to consider this matter carefully at committee and in particular to ensure the village of Hinxton is not wholly subordinated to the development ambition of the Applicant.

Hinxton Parish Council

4 April 2023

APPENDIX 1

CHRONOLOGY OF MEETINGS AND DISCUSSIONS BETWEEN HPC AND U&C: JULY TO DECEMBER 2022

PROJECT	COMMENTARY FROM HPC
<p>A1301 UPGRADES</p>	<p>DLA's letter 4th August 2022 (cover letter to A1301 upgrades) makes clear the extensive pre-application discussions between Greater Cambs Planning (Greater Cambs), U&C and CCC.</p> <p>Seven meetings took place, essentially monthly, between November 2021 and July 2022 and pre-application letters were issued by Greater Cambs in March and July 2022.</p> <p>However, we only became aware of the emerging proposals for the A1301 at a meeting with U&C on 5th July 2022, just four weeks before the application was validated on 8th August 2022.</p> <p>We are disappointed that the discussions between Greater Cambs Planning and U&C evolved to the point of application without any significant involvement of HPC.</p> <p>In practice, we have had no ability to influence the design, even if can be perceived positively by 'greening' the A1301 and making it more welcoming to pedestrians and cyclists.</p> <p>We are told of U&C's commitment to "meaningful community engagement" but this is not evidenced in practice; designs were presented to HPC at a very late stage and with no real prospect of taking account of the Parish's views before an application is made, let alone determination.</p>
<p>BRIDGES</p>	
<p>Meeting, 5th July 2022</p>	<p>The suggestion of two bridges was first raised by U&C at the 5th July meeting, when we were surprised at seeing advanced designs which</p>

PROJECT	COMMENTARY FROM HPC
	<p>were not part of the outline permission and had not been previously discussed.</p>
<p>HPC letter 29th July 2022</p>	<p>This was followed up by our letter of 29th July 2022 (attached), our key concerns being that the bridges are significant, over-engineered structures detracting from the rural character of the village</p>
<p>HPC views within response to A1301 RMA 30th September 2022</p>	<p>HPC is not necessarily opposed to a single bridge per se, and CamCycle’s suggestion of a single bridge in a more central or Southerly location between the two A1301 roundabouts is one that we may be prepared to support.</p> <p>It is a more obvious location and there would be less impact on Hinxton’s rural character, but it would need to be in the context of a comprehensive proposal making Hinxton more attractive to cyclists and pedestrians.</p> <p>There is nothing we have seen to date that really justifies the need for two major road bridges in such close proximity, or for the elaborate spiralling footways that define the Northerly bridge (which reads as a feature of an urban landscape and which to be honest is completely impractical).</p> <p>We also note the observations of SCDC / Greater Cambs under their referenced 28 March letter following a preapplication meeting of 16 March, where they note the considerable height of the bridges (7 metres above ground) and ask whether tunnel crossings have been considered, as in the Netherlands where bike tunnels are commonplace.</p> <p>We acknowledge CCC’s stance regarding the 30 mph / 40 mph speed limit through the area. We support the view that the inclusion of a non-light controlled at grade crossing should be part of the solution (even with a single bridge) since it would naturally regulate speeds through as the A1301 passes through the expanded campus area. This idea is also supported by CamCycle.</p> <p>We note with interest that the Local Highways Authority in their consultee comments (paragraph 7) are not in fact guaranteeing a speed reduction to 40mph in the expanded campus area, presumably given concerns over traffic congestion in this corridor (see our related comments on New Road and traffic in the villages below).</p> <p>Pulling all this together, there are clearly many loose ends surrounding the relationship between the A1301 upgrade and the bridges, and we therefore do not understand why this application is being progressed now in the absence of a settled position on the bridges.</p>

PROJECT	COMMENTARY FROM HPC
	<p>The A1301 road infrastructure assumes the bridges consent will be granted in the form currently contemplated. The two concepts are inextricably linked, and the current application is therefore premature unless and until the bridge proposal has detailed approval as part of a comprehensive package.</p> <p>Procedurally it creates an odd situation where in this application there is extensive bridge related narrative, even though the bridges are not the subject of this application at all.</p> <p>We ask that Greater Cambs do not fetter their discretion in the later evaluation of the bridge proposal. This is a problem of the applicant's own making, given the bridges do not form part of the outline permission.</p>
<p>Meeting with HPC 19th October 2022:</p>	<p>General development update for the purposes of Hinxton Village. No detailed information on bridges.</p>
<p>Meeting with the Parish on 30th November 2022 – Bridges presentation</p>	<p>Concern from villagers over the Northerly roundabout. Caroline Foster explained there would be a design team review with the County Council also, with four options shortlisted for HPC comment. Northern roundabout, cycle and pedestrian crossing and weir also discussed.</p> <p>U&C's civil engineer stated that the 2018 proposal was still robust, and a CPPF design meeting was scheduled for 8th December 2022).</p> <p>Bridge options discussed, as well as the alternative use of road tunnel. Described by U&C engineer as "less pleasant".</p> <p>Bridge in central location discussed. Bridges 305 metres apart. Northern bridge 305 metres from New Road. Bridges 6-10 metres wide. 2.5 metres above bridges to top of trees. 5.3 metres clearance under bridges. Bridge lighting: stairs handrail and bridge downlighter. Highways lighting around roundabouts. Under lights on bridge also. Northerly road crossing at North End Road discussed. Car access and egress, cyclists crossing to pick up the cycle lane on the East side down to Campus.</p> <p>School and S106. U&C willing to bring forward the timing of school delivery. Process with the County Council. School used to mandate Northerly Road bridge.</p> <p>Site line drawing awaited. Building heights – North side expansion land 11 metres. South side 16 metres.</p> <p>U&C to update HPC before planning submission on bridges.</p>

PROJECT	COMMENTARY FROM HPC
Community Liaison Group 7 th December 2022	Rolled out the bridge presentation to the CLG.

Appendix 2 – Letter from HPC to U&C 29th July 2022

HINXTON PARISH COUNCIL (HPC)

Acting Chairman: Chris Elliott

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29 July 2022

Caroline Foster
Project Director
Urban & Civic plc
50 New Bond Street
London
W1S 1BJ

By Email

Dear Caroline

A1301 Road Infrastructure and Bridges

We write further to the A1301 road improvements workshop on 5 July and to Helen Pearson-Flett's follow up email of 11 July (16.15).

The new emphasis on a landscape led corridor along the A1301 is generally welcome. While we are happy to meet and discuss the A1301 reserved matters application, you explained that the application is now ready for submission, such that it is probably better we respond to the application itself when submitted (it being too late for HPC to influence the design development). We remain of the view that the new Northerly roundabout is too close to New Road and that access to and egress from New Road will be complicated by its introduction, with traffic accelerating off the roundabout heading North and queuing to get on to the roundabout heading South towards Saffron Walden.

As regards the introduction of the proposed introduction of the bridges, we were admittedly taken by surprise by your drawings, given that they are not part of the outline consent and have not been previously discussed. We would like you to come and consult with the village on the bridge infrastructure and the wider master plan as soon as possible and before the concept designs are progressed. There are a number of potential concerns:

- Over engineering: in a relatively short stretch of road we would be left with two major roundabouts and two substantial bridges, which looks like over engineering to facilitate site access, pedestrian

access and cycle movement. It appears that the two bridges are not much more than 100 meters apart. We don't see why two bridges are needed within such close proximity.

- Scale: these bridges would need to be large enough for an HGV to pass underneath and as drawn are incredibly wide. With HGV heights around 5 meters the underside the bridge will presumably be somewhere between 6-8 meters high and the upper side closer to 10 meters. Then those structures would no doubt be illuminated at night. Remember your commitment to an E1 lighting zone in the land bordering the village.
- Rural Character: we are concerned that the Northerly bridge in particular would detract from the rural character and feel of the village itself and is simply too close to New Road and to the grade 2* listed church just beyond. That it would materially change the rural environment in which the village exists, even if the bridge is "greened" with planting.
- Other options: to the extent that a Northerly crossing is need at all, we ask whether you have assessed the viability of an underpass, which would be more low key and in sympathy with the landscape.

We look forward to discussing these issues with you in the village hall and with the people of Hinxton and surrounding villages in the near future.

Yours sincerely

(Signed)

Sam Nichols
Hinxton Parish Councillor on behalf of Hinxton Parish Council

cc. by email

Helen Pearson-Flett hpearson-flett@davidlock.com

Nigel Hawkey - nhawkey@arc-planning.co.uk

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Peter McDonald <peter.mcdonald@cambridgeshire.gov.uk>

Edward James and Sheila Stones – Historic England

APPENDIX 3 –

**HPC COMMENTS ON U&C NOTES OF COMMUNITY FORUM :
25TH APRIL 2023**

From: sam.nichols@hinxton-pc.org.uk
Sent: 22 June 2023 10:11
To: 'Helen Pearson-Flett'; 'clerk@hinxton-pc.org.uk'; 'James Tipping'
Cc: 'Nigel Hawkey'; 'Caroline Foster'; 'Varsha Patel'; 'Julia Foster'
Subject: RE: Wellcome Genome Campus - April Community Forum Note of Meeting
Attachments: Hinxton Community Forum 25.4.23.pdf

Helen thanks for returning your draft minutes. Just a few additional points for record:

New Road Options: my note the meeting said that notwithstanding technical approval, U&C envisaged being able to come back to the village with options in about a month. We appreciate discussions with Highways may take longer, but when you share options with them, can you share them with us as well. Otherwise we risk your putting forward proposals that don't address the village's concerns in any event.

Weir. My note said U&C thought they would have design to share by the end of June, following a meeting with CPPF. Does that remain the case?

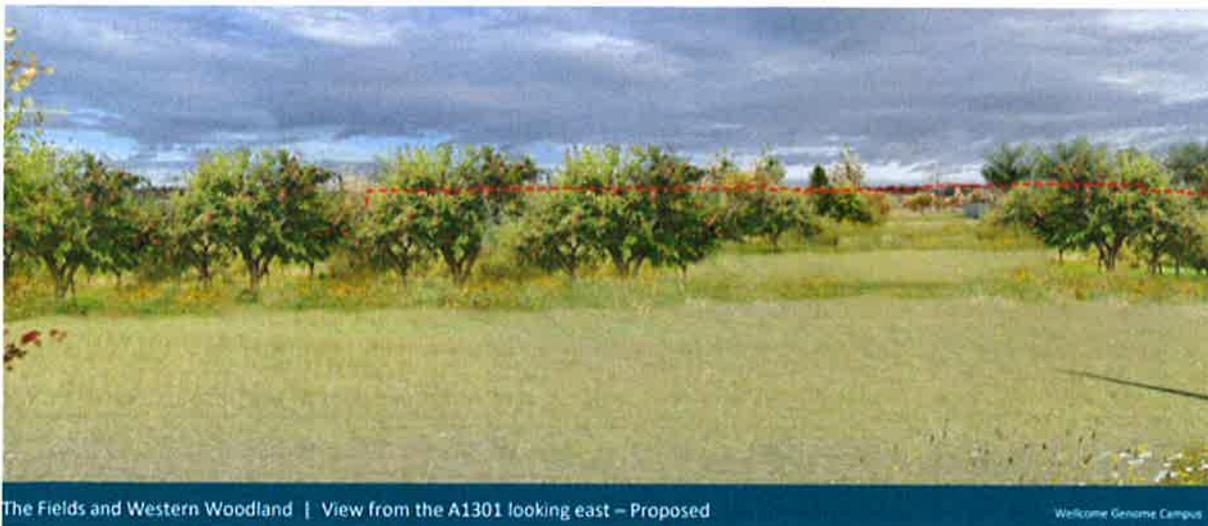
A1301. Please can we have your indicative programme of road closures, as minuted?

ANPR. I explained in the meeting that we have been asking for ANPR monitoring since Jan 22, which has not been minuted. The basic point here is that your CTMP says you will deal with traffic infringements where they can be evidenced. We can only evidence them with monitoring. With 10 years construction traffic coming round the village, that is surely a reasonable request. Was the May 1301 closure monitored as envisaged? Where are discussions with Tam Parry at CCC now please?

Hinxton Speed Limit. We have Caroline's 15 June email thanks. We look forward to discussing with Andrew Cameron and Associates.

Village Hall. It was agreed in the meeting that you would let us have an indicative programme to show how and when community facilities would come forward on the expansion land, to help inform decisions on the Village Hall. You have noted this but please can we have the information?

Views into expansion land not minuted but please can we have those updated views into the expansion land (DA1 and DA3 from New Road). The new changes in levels in DA1 in the draft design guide make that request all the more relevant. The views we have been given to date (those shown at the November meeting) don't really show us what to expect. They are close ups of fruit trees on DA3 (repeated below).



Regards
Sam Nichols

From: Helen Pearson-Flett <hpearson-flett@davidlock.com>
Sent: Wednesday, June 7, 2023 9:56 AM
To: clerk@hinxtton-pc.org.uk; James Tipping <James.Tipping@GreaterCambridgePlanning.org>
Cc: Sam Nichols <sam.nichols@hinxtton-pc.org.uk>; Nigel Hawkey <nhawkey@arc-planning.co.uk>; Caroline Foster <caroline.foster@urbanandcivic.com>; Varsha Patel <varsha.patel@urbanandcivic.com>; Julia Foster <JFoster@DavidLock.com>
Subject: Wellcome Genome Campus - April Community Forum Note of Meeting

Dear Anne, James

Please see attached a note of the last Community Forum for your records.

Kind regards

Helen Pearson-Flett
Senior Associate

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NOTE OF HINXTON COMMUNITY FORUM

HINXTON VILLAGE HALL, 6-8pm, 25.4.23

Attendance:

- Approximately 20 members of the public / Hinxtton Parish Council (HPC) inc. Sam Nichols (SN as Chair)
- South Cambridgeshire District Council (SCDC)
- Urban&Civic (U&C including Caroline Foster (CF))
- Members of U&C Consultant team (DLA, WEA, CTF)

Summary of key discussion points and Actions

CF provided an update on a number of issues:

- Works on Site
 - The early landscape works have now been undertaken including translocation of 900+ existing trees and new trees and creation of SuDS features with some ground remodelling. This will help establish an early buffer between DA3 and Hinxtton Village.
 - Progress on New Road options – CF explained that the design team including highways engineers have looked at some initial options for New Road following the village’s concerns. U&C have spoken to Cambridgeshire County Council (CCC) Highways regarding the principle of alternative options for New Road. These options cannot be progressed further until the technical approval for the current A1301 improvements has been issued. It is important that the Outline Planning Permission improvements are secured first and technical approval is not likely to be a rapid process. There is commitment that options will be fully considered and if any are technically feasible, they will be pursued with CCC. Confirmation to Sam N that U&C will engage with the Parish on options for New Road, but these will be options that are technically feasible and have been informed, as appropriate by Highways Officers and Road Safety Audit to ensure their deliverability.
 - The Technical approval has taken longer than anticipated and start on the main works to the A1301 will be in the Autumn. Before the works commence, U&C will engage with the village on the construction management of the works – U&C / HPC to agree if preferable to do a community forum or through the CLG [**ACTION U&C/ HPC**]
 - CF confirmed that the works underway close to the existing Campus roundabout are related to the new temporary construction access that is being created.
 - CF noted that the existing farm access is also being improved. It was hoped to have started the construction access works earlier but it has taken time to get a road space booking.
- Weir
 - U&C has met with Cambridge Present, Past and Future and the Environment Agency
 - Design work is progressing and should be available to share with HPC around the end of June (approx.)
 - The scheme then needs to be costed and necessary approvals sought.
- ANPR
 - CF advised that U&C are developing the scheme with CCC – it is a complex process and takes time to agree the approach. U&C are engaging with Tam Parry at CCC.
 - The need for it to be commenced imminently given the current traffic on the A1301 with the works starting was discussed and it was noted that the S106 requirement is not associated with construction traffic, thus it is being brought forward ahead of the necessary triggers.

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- A 4 day A1301 closure was raised – this will be undertaken 15-19 May by Cambridge Water. Hinxton noted that it would be useful to have the local network monitored during this closure. The closure is not related to U&C works. U&C will discuss with Stantec (highways engineers) to see if any surveys can be undertaken during this closure at such short notice. **[ACTION U&C – LOOK INTO CAMBS WATER CLOSURE PROGRAMME AND DETERMINE IF ANY MONITORING / SURVEYS CAN BE UNDERTAKEN DURING CAMBS WATER CLOSURE]**
 - CF explained the distinction with works undertaken by statutory providers – often more short notice as they have different protocols. U&C were only notified of the current UKPN works two working days in advance.
 - For U&C works on the A1301 / utilities works, U&C can provide a rough estimate of when closures may occur but this is all subject to receiving technical approval and road space booking. Also dependant on when utilities companies undertake work, so difficult to be definitive but appreciate that broad indications are helpful, on the basis that they may change. **[ACTION U&C – PROGRAMME OF A1301 WORKS / CLOSURES]**
 - SN noted that the A1301 improvements do not consider the impact of the works on the wider network. It was clarified that the scope of the A1301 works was defined as part of the OPP. U&C will be establishing ANPR for monitoring traffic movements and will be liaising with its highway engineers to see if any earlier monitoring can be undertaken for the May closure (mentioned above) to help understand driver behaviour. Need to consider routes out towards Saffron Walden / to Duxford / Ickleton.
- Hinxton Speed Limit Reduction
 - HPC clarified that there is support in the village for speed reduction, it is the use of vertical / horizontal interventions to slow traffic that some are concerned with.
 - U&C committed to assisting the village and will offer dates in next couple of weeks to progress. **[ACTION U&C / HPC TO ARRANGE MEETING]**
 - Other transport related queries
 - Whittlesford Parkway – ped / cycle connection. CF confirmed this is part of the Outline Planning Permission, but is still to be progressed.
 - Stagecoach – initial discussion has taken place, current system is considered to work well and the approach to improving public transport is an ongoing discussion.
 - Campus bus to Whittlesford – can this be opened to the public when less busy during the day – U&C to discuss with the Campus, U&C would support this if it is feasible for the Campus.
 - Greater Cambs Partnership 'Making Connections' proposals – U&C did respond to this and acknowledge it will change the local context in terms of public transport. U&C are committed to engaging on public transport improvements for long term and short term solutions.
 - Village Hall
 - CF confirmed that U&C are willing to be undertake the village hall expansion (if it is to be pursued) or provide the financial contribution. It is the villages decision, but if engaged in the process then U&C would want to be involved and would want consultation to be undertaken on any emerging proposals.
 - U&C would support HPC appointing a local architect but would need to be part of the design process (if U&C are undertaking the works rather than providing the contribution).
 - CF advised the community facilities (including health and fitness facilities that are publicly accessible to all of the village) will form part of the first buildings on the

Expansion land and that this represents earlier delivery than indicated in the S106 (available 2026) – this may potentially influence local views on the village hall expansion. Query as to whether any further consultation would need to be undertaken to reflect this updated circumstance and ensure the community make informed decisions based on this context. HPC to consider. **[ACTION U&C TO CONSIDER**

WHAT INFORMATION COULD BE PROVIDED ON THE TYPE OF COMMUNITY FACILITIES ON SITE TO INFORM HPC DECISIONS ON THE VILLAGE HALL]

- SN advised that the concern about the village hall expansion is associated with parking requirements. If the expansion is it to accommodate an increase in capacity (including from the Wellcome Expansion) and more people accessing it from outside the village, then this would create parking issues. Could Wellcome / U&C assist with alternative parking provision? CF advised that this is likely to be difficult and the early provision of community facilities on the expansion land would change the context in terms of new residents needing to access existing facilities.
- Chris Elliot advised that 2 rounds of consultation has been undertaken and explained that this indicated support for the expansion.
- Queries as to whether the s106 monies could be used simply for improvements (rather than expansion). CF advised that U&C would liaise with SCDC to confirm but in principle would support HPC utilising the monies to secure the community improvements that are most valuable to the village.
- Queries about school – yes provided for on site but will not be in the first phase and this would be subject to CCC Education decision on capacity / need. There will be early nursery school expansion.
- GP provision – s106 indicates the potential to contribute to Sawston surgery. There is also the potential for a health facility on site, this could be a different form of provision (not GP surgery but satellite rooms / private provision). **[ACTION U&C / SCDC TO CONSIDER LOCAL HEALTH CONTEXT / CAPACITY / PLANNE IMPROVEMENTS AND DISCUSS WITH HEALTH OFFICER TO DETERMINE HOW TO PROGRESS THE S106 OBLIGATIONS / WHAT IS REQUIRED.]**

DESIGN GUIDE

- Julia Foster (JF) of DLA provided an overview of the current Outline Planning Permission and the tiers of design guidance. JF noted that the session would provide a summary of the emerging Design Guide and that more detailed discussions would be undertaken with the 4 Parishes.
- The status of the Site Wide Design Guide in the context of the cascade of approvals under the Outline Permission was set out. It is a design control tool to assess future proposals.
- The Design Guide is a high level strategic document and seeks to fix the key structuring components of the expansion land. It will be followed by subsequent guidance.
- Query on lighting and if covered in the Guide – JF noted that it is a design control tool and the detailed design will be forthcoming in future development briefs / Reserved matters application. **[post meeting note – the strategic lighting guidance is already provided in the site wide lighting strategy, this is akin to what the guide would cover at this level and so it is already established and approved].**
- It was clarified that the streets within the expansion land would not be adopted and so there is more scope to avoid lighting to the specification of the highway authority.
- It was noted that lighting details are often too technical to interpret – consider the potential to convey lighting in a more simply way.
- Query as to the purpose / timing of engagement on the Guide – the document is to be submitted to SCDC in advance of / concurrent with reserved matters coming forward on the expansion land. Part of approvals sequence and so want to bring Parish up to speed with current stage of the process.

- It is a complex design tool document – further sessions can be undertaken to work through it in more detail if desired.
- JF explained structure and scope of the Design Guide – vision reflective of Wellcome ambitions.
- Sustainability at the forefront of the document and sets targets.
- The illustrative master plan is not a compliance plan, but an expression of ambition.
- The Framework Plan – is compliance plan with a degree of flexibility within parcels not to constraint the architectural potential.
- Query from SN regarding the location of residential in DA1 and if this brings increased building heights into DA1 – confirmed that the building height parameters remain the same as the Outline Permission. The Outline Permission did not fix the location of specific land uses or constrain residential to DA3 so this is not a change from the outline, just further detail now being provided. Also noted that the building heights did reduce during the OPA process from 20m.
- Clarification on number of jobs versus number of houses in the Outline Permission. The homes are only intended to be for campus workers and this is defined in the S106 agreement.
- Query about extent to which the Guide provides a narrative on relationship with Hinxtton Village – there is detailed guidance on the design of landscape spaces.
- Timescales – the Design Guide is still in draft, will need to work with SCDC for another month or so to finalise the document.
- Car park animation was shown – queries regarding the car park level and light spill – the car park will be contained by the landscape terraces.

Hpf 28.4.23