

S/4329/18/COND21

Submission of details required by condition 21 (Design Guide) planning permission S/4329/18/OL

Thank you for consulting Hinxtton Parish Council ('HPC') on the above application. We also acknowledge the efforts made by U&C to engage with HPC on this document, which U&C presented to us at a meeting in the village hall on 25th April 2023.

Whilst HPC is of course concerned about the whole WGC development, our comments focus on those areas closest to Hinxtton, including the proposals for access and movement (section 5.6) because they have the most direct implications for our residents.

Timing of this submission in the context of the proposed bridges over the A1301 (23/00482/FUL)

Although the Design Guide includes requirements and guidance for the bridges, we note that the application for the bridges has now been approved. We envisaged the design guide preceding the Bridge Application.

Please clarify how the relationship between the two is now intended to operate?

The Green : possible light spillage from undercroft car parking / visual impact from A1301

We note the significant gap between the serpentine walls and the roof of the car park (aerial image, p.15). We are concerned at potential light spillage from this gap. Please provide an impact assessment of this in lay terms.

Please also supply an image to show this aspect from A1301 street level (a matter also raised at the 25th April 2023 meeting). It appears that the car park 'lid' will be significantly higher than the top of the serpentine walls, and we wish to understand the associated visual impact at eye level.



Figure 2: Illustrative view looking east (pp 18/19)

Please clarify the notation 'Agroforestry'. Hitherto, it was understood that this area will be planted as a large fruit orchard?

Framework Plan : Figure 6 (p 29)

This appears to indicate a significant additional quantum of residential (Use Class C3) in DA1 in comparison to the outline permission. Please clarify?

SECTION 5.6 ACCESS AND MOVEMENT

Para 5.6.1 Introduction (p.98)

Earlier in the document, it is stated that this is a world-renowned and important destination. We are highly sceptical that the number of journeys made by all modes will be “relatively modest”, particularly given the likely number of visitors and delegates to the enhanced campus, not to mention commercial deliveries, residential deliveries (amazon etc) and movements of residents.

Please provide hard evidence to justify this.

If the office population is around 7,000 workers and the residential population (about 3000 people) includes site workers and some wider family members, you will have a site population of over 8,000, being about 20 times the size of Hinxtton Village (circa 450 people).

Figure 51 Active Travel Connectivity (p.101) / Para 5.6.3

Figure 51 implies significant additional movement though Hinxtton (and on to Duxford). Does this represent the baseline position, or are assumptions being made about intensified movement in that corridor as a result of the development? Please clarify.

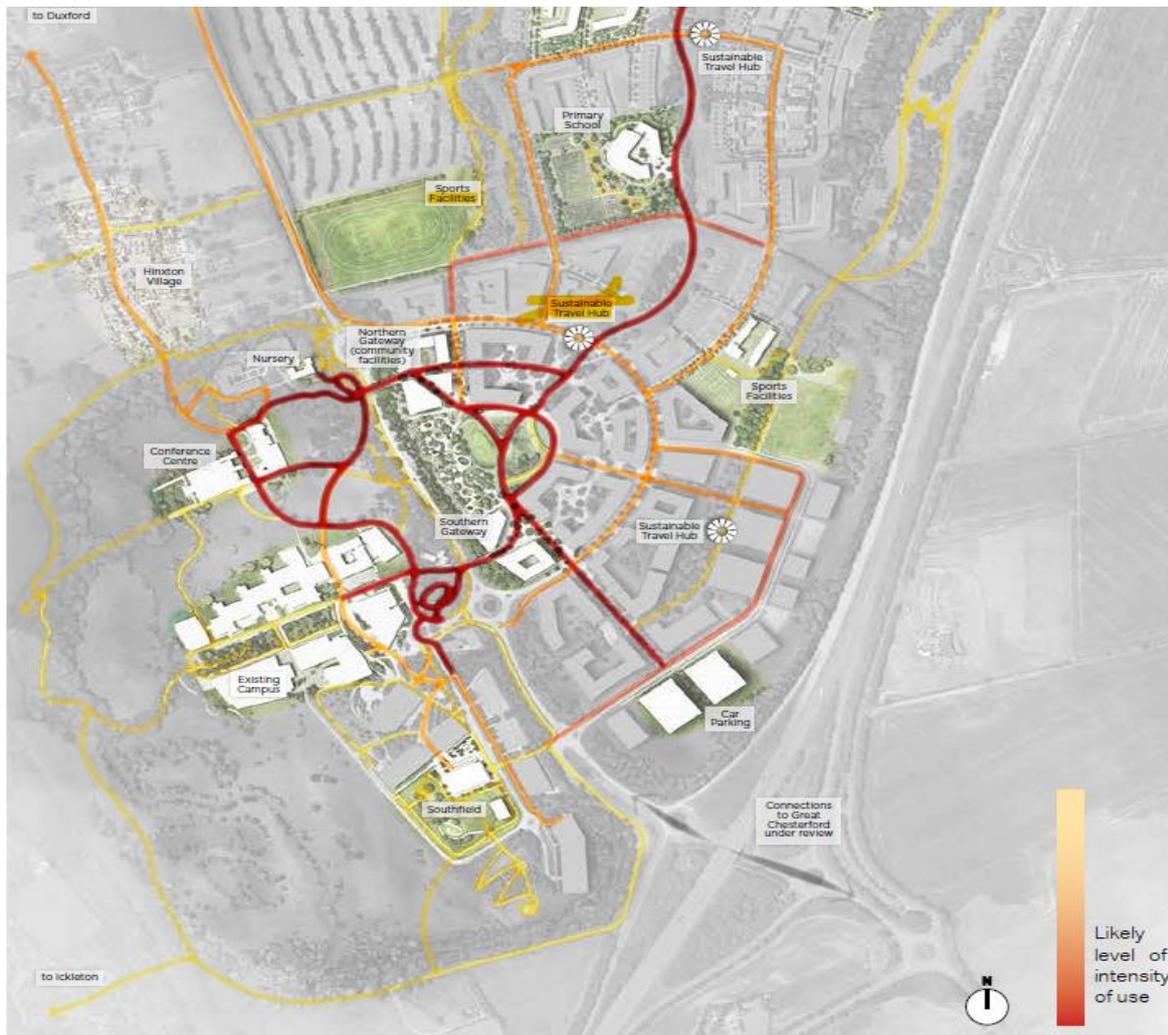


Figure 53 Movement network showing routes for pedestrians and cyclists (p.103)

Figure 53 apparently contradicts Figure 51 active movement as it appears to assume no additional cycle / pedestrian movements though Hinxtton High Street.

As stated in previous comments, it is inevitable that some pedestrians and cyclists will aim to use the at-grade crossing north of the northerly roundabout, and this should be indicated on the drawing.

The orange dotted -hatched line running through the A1301 should be moved to confirm that the cycleway will be provided adjacent to, rather than within, the road as currently implied.

5.6.7 Bridges over the A1301 (pp. 104-107)

HPC's concerns about bridges are documented in detail through our comments on the previous planning application 23/00482/FUL.

Requirements and Guidance (p104)

It is noted that one of the requirements prescribe that:

- *“Both proposed bridges must be high-quality structures that reflect the vision of the wider development as a leading research Campus”*

We suggest this be reworded to read : *“Both proposed bridges must be high-quality structures that reflect the vision of the wider development as a leading research Campus, and which integrate successfully into the existing semi-rural character of Hinxtton”.*

- *“The bridges must form dynamic gateways into the expanded Campus”*

The bridges should be elegant and lightweight structures which are appropriate for the area's semi-rural character, and this section should be re-worded to reflect that.

- *“Lifts must also be provided on both bridges to create a shorter accessible route. If provided, these lifts must be integrated into the design and composition of the bridge ramp/s and stair/s”.*

This statement appears contradictory, suggesting on the one hand that lifts are obligatory but on the other hand, discretionary. To clarify.

SECTION 6 BUILT FORM

We note the additional information now presented, particularly as shown at Figure 3, pages 20 and 21.

We hope and trust that the visual impact of the development as it appears from New Road and looking East from the village itself will be as soft as possible (notably in respect of the health and fitness centre and the associated building opposite New Road). The buildings are drawn as definite and angular in the concept drawings.

It would be good to see a bit more narrative about the built form respecting the wider environment of Hinxtton Village, which is habitually “greyed out” on the concept drawings.

OUTSTANDING ACTIONS FROM PREVIOUS HPC COMMENTS / MEETINGS

We would also like to use this opportunity to remind U&C that various matters raised in previous comments still remain unanswered:

- Longer views from the village and New Road into the new residential areas on DA3 and DA1, taking account of the revised levels in parcel DA1.
- Proposals for traffic calming / public realm improvements following the HPC / U&C meeting held in the village 13th July 2023
- An indicative programme showing the phasing of community facilities (which was requested in the context of the wider discussions over the extension of Hinxton Village Hall;
- An update on the use of ANPR traffic monitoring, against which the Applicant continues to avoid any substantive discussion.

Hinxton Parish Council

14 August 2023