

# Hinxton Parish Council (HPC)

14 January 2022 comments on

**Proposal: Submission of details required by condition 51 (Construction) of outline planning permission S/4329/18/OL (Outline Construction Transport Management Plan)**

**Site address: Wellcome Trust Genome Campus Cambridge Road Hinxton Saffron Walden**

**Parent permission: S/4329/18/OL**

No.	Item	Comment
	<b>HPC Summary Comments</b>	<p><b>HPC request that:</b></p> <ul style="list-style-type: none"> <li>- All construction traffic (not just HGVs) is prohibited from using Hinxton Village, the ford and the back road to Duxford for site access or egress (see 4.1 below), backed up with visible screen permits for construction traffic, camera monitoring and sufficient financial sanctions for infringement (see 4.1.6, 5.4 below);</li> <li>- For full consultation on temporary traffic management (see 2.4 below);</li> <li>- For consultation on the proposed speed restrictions on the A1301 (see 3.3.7 below);</li> <li>- For clarification of the timings for implementation of the off site highway works A505/A1301 roundabout and at junction 10 of the M11.</li> <li>- That off site parking in the village of Hinxton be prohibited (see 4.2.16 below ref on site parking);</li> <li>- That Saturday site working is not permitted (see 5.2.1 and 5.2.7 below)</li> <li>- For early liaison (before any infrastructure works) with the community liaison manager (see 5.2.10);</li> <li>- That traffic flows on the A1301 (both construction workers and plant and materials) are accurately monitored (see 6.1.10 and 7.1 below). <u>It seems unlikely that the Contractor's logistics manager will share data which puts the main contractor in breach of the delivery restrictions.</u> We seek clarity on what financial sanctions will exist for non-compliance. The sanctions currently contemplated are woefully inadequate and are limited to liaison with relevant operatives.</li> </ul>
1.	<b>Section Introduction</b> 1	
	1.4 CTMP Objectives	<p>The objectives are stated below. They should properly include that protection of Hinxton Village, both from a decade of construction traffic and from the operation and use of the scheme once complete.</p> <p><b>1.4 CTMP Objectives</b></p> <p>1.4.1 The objectives of the CTMP are to reduce:</p> <ul style="list-style-type: none"> <li>• Environmental impact of construction activities through lower vehicle emissions and noise levels, and through the efficient use of on-site resources and co-working with other developments in the area (including Capital and Operational carbon reductions);</li> <li>• Risks to road users, specifically in relation to construction vehicle movements to and from the site;</li> <li>• Congestion, by reducing the number of vehicle trips, particularly in peak periods; and</li> <li>• Cost, through efficient working practices and reduced deliveries.</li> </ul>

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	1.4.2	<p>The provisions relating to engagement with neighbours (below) should make explicit reference to the occupants of Hinxton Village</p> <ul style="list-style-type: none"> <li>Engage effectively with affected neighbours including the existing Campus and all its tenants; and</li> </ul>
2.	<b>Section 2, Context, Considerations and Challenges</b>	
	2.1.9 Access Routes	<p>The strategy states that</p> <p>2.1.9 The key routes accessing the site (M11, A11 and A505) are classified as Strategic Routes and the A1301 as a Local Route; none are indicated as subject to any relevant restrictions.</p>
	2.3 Site location and Access	<p>The Strategy acknowledges that:</p> <p>2.3.11 There are a number of local routes between the A1301 and the villages of Duxford, Ickleton and Great Chesterford. Both North End Road and New Road link the A1301 with Hinxton village centre. To the north, Hinxton Road passes through Duxford and joins St Peters Street in the centre of Duxford. Onward connectivity is provided to the A505 via Moorfields Road and via Hunts Road which run essentially parallel to each other.</p> <p>We ask that construction traffic is <u>prohibited</u> from accessing Hinxton Village, including the high street and the back road (via the ford) to Duxford.</p> <p>HGVs are of course already prohibited from Hinxton ford.</p>
	2.4 Considerations and Challenges	<p>The strategy states (inter alia)</p> <p>2.4.2 The main challenges/considerations identified at this stage are as follows:</p> <ul style="list-style-type: none"> <li>Restricted junction on the M11 – as Junction 9 of the M11 is restricted, allowing only access to/from the south, traffic approaching from or departing to the north requires a less direct connection to the motorway network via the A1301, A505 and Junction 10 of the M11. These routes may be less desirable for construction traffic, especially at certain times of day.</li> <li>Temporary traffic management: measures are likely to be required at several locations, particularly during construction of the planned highways improvements on the A1301. It will be important to minimise disruption to access for neighbouring properties and will involve production of detailed phasing plans which will require approval with relevant stakeholders. It is likely that pedestrian routes may need to be temporarily diverted as part of the traffic management measures.</li> </ul> <p>HPC ask for full consultation on temporary traffic management. It is hard to see how movement of traffic on the A1301 will be sufficiently sustained while the new highways infrastructure is installed.</p>
3.	<b>Section 3 - Construction Programme and Methodology</b>	
	3.1 Introduction	We note that full details of the programme and methodology are to follow
	3.2.2 – Pre Planting Phase OB: Off Site Enabling Works	<p>Talks about planting to first section of A11 bund.</p> <p>Surely planting / bunding should also start on the West (A1301) side of the DA3 residential area at that time. The tree planting needs to provide sufficient screening for the village of Hinxton and not merely on completion of the residential allocation</p>
	3.3 Methodology	States that

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		<p>3.3.2 Where possible, materials from excavation and groundworks would be reused on-site. Initial calculations show that it would be possible to achieve a cut and fill balance which means there would be no need to import or export significant volumes of topsoil or subsoil during construction.</p> <p>Surely there will be extensive levelling of DA1, which currently sits on high ground. Details awaited by detailed design / Development Brief.</p>
	Highway Works	
	3.3.7	<p>Sets out highway improvements, which are stated to include:</p> <ul style="list-style-type: none"> <li>A reduced speed limit on the A1301 from 50mph to 30 mph.</li> </ul> <p>Is that restriction intended to apply along all sections of the A1301, or just adjacent to the Expansion land (DAs 1 and 3)? We ask for consultation with HPC on this issue.</p>
	3.3.12	<p>There is no timeline stated in relation to the off site highway works</p> <p>3.3.12 It is noted that the development also proposes areas of off-site highways works as part of the mitigation package of works, including improvements to the A505 / A1301 'McDonalds' Roundabout and Junction 10 of the M11. These are not specifically identified in the above outline phasing and it is anticipated that these will be subject to separate consultation/approval process.</p> <p>Please can we have confirmation on the timing of those works.</p>
4.	<b>4 Vehicle Routes and Access</b>	
	4.1 Routing of HGV traffic	<p>As above, we ask that all construction traffic is prohibited from using Hinxton Village for site access or egress.</p> <p>Paragraph 4.1.1 currently states:</p> <p><b>4.1 Routing of HGV Construction Traffic</b></p> <p>4.1.1 Construction traffic routing would be generally confined to major highways, avoiding residential villages such as Ickleton and Hinxton. It is anticipated that most construction materials would arrive directly via the M11 and A11. Vehicles to/from the north would access the Site via M11 Junction 10, whilst vehicles to/from the south would access via Junction 9a. A small proportion of construction traffic is expected via the A11 to/from the north-east. Routing restrictions (see Section 5.4) would ensure that HGVs avoid inappropriate routes through</p>
	4.1.6 Route Management	<p>Paragraph 4.1.6 states:</p> <p><b>Route Management</b></p> <p>4.1.6 As discussed further in Section 5.4, adherence to the strategic routes above will be vital to avoid the use of unsuitable routes through local villages. Measures will include the use of signage and the provision of maps to contractors / builders. It is assumed that directional signage will only be required from the slip-roads of the major intersections and onwards (e.g. J10 of the M11).</p> <p>The measures the applicant cites to avoid the use of unsuitable roads are said to include "signage and the provision of maps".</p> <p>HPC ask for far more proactive route management, to include the clear labelling of construction traffic with visible screen permits and cameras and monitoring in the village of Hinxton. HPC rely on the applicant to actively manage, monitor and enforce a prohibition on construction traffic using Hinxton Village for site access / egress.</p>

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	4.2.16 On Site Parking	<p>Paragraph 4.2.16 states that on site parking will be restricted to an absolute minimum. Again we ask that off-site parking in the village of Hinxton be prohibited, monitored and appropriately sanctioned</p> <p><b>On-Site Parking</b></p> <p>4.2.16 On-site parking for construction workers would be restricted to an absolute minimum. This would only be made available to those personnel who need to carry heavy equipment or materials to the Site. Unapproved parking on public roads would not be allowed and the labour force would be encouraged to use public transport or a car sharing scheme. Local traffic management measures for Site access would be agreed with SCDC prior to construction commencing as part of a detailed CTMP.</p>
	4.4.4 Temporary Traffic Management	HPC ask that there are no temporary road closures during peak commuter hours. The village is heavily reliant on the free movement of traffic on the A1301.
5.	<b>Strategies to reduce impacts</b>	
	5.1.2 Planned measures to reduce construction impact	We note that committed measures include adherence to designated routes for construction traffic and deliveries. As above, we ask that the system is proactively monitored and enforced.
5.2	5.2.1 Site Working Hours	<p>We note the proposed site working hours include 07.00 to 13.00 on a Saturday, with site arrival and departure before and after those times.</p> <p>HPC ask that there be no Saturday working. Construction traffic arriving at 6.30 on a Saturday morning will inevitably cause disturbance.</p> <p>The applicant later acknowledges under paragraph 5.2.7 that:</p> <p>5.2.7 Whilst night-time (23:00-08:00), out-of-hours or <u>weekend working</u> would not normally be permitted, it is conceivable that certain works may have to be undertaken during these periods. If necessary, the hours of operation for such works would be subject to prior agreement and reasonable notice with SCDC.</p>
	Community Considerations 5.2.10	
		<p>The strategy states:</p> <p>5.2.10 There are residential areas and associated amenities to the north (Hinxton) and south-west (Ickleton) that might be somewhat affected by the construction activities. It is likely that works could have some impact on residents and local businesses, including construction noise, workforce use of local public transport, temporary traffic management etc.</p> <p>5.2.11 A community liaison manager will be appointed, who would be focused on engaging with the community/stakeholders to provide appropriate information and to resolve issues of concern. Appropriate meetings would be held with local residents (or their representatives), the Existing Campus and other affected parties to keep them informed about the works, and to provide a forum for them to express their views. SCDC would be also be invited to participate.</p> <p>5.2.12 An email or telephone helpline service would be maintained by the Contractor during any construction periods to handle enquiries and concerns from the general public. It would also act as a first point of contact for information in the case of any emergency.</p> <p>5.2.13 Construction site boards outlining information on the project and forthcoming works would be displayed at the entrance to any construction sites. Site contact numbers would be displayed as appropriate, along with the complaint's procedure.</p> <p>Can we ask that the community liaison manager is appointed, identified and active before any infrastructure works commence</p>
	5.3.11	We note that once appointed, the Principal Contractor(s) will produce a phase specific Construction, Environmental

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		Management Plan in line with the principles of the Outline CEMP.
	Adherence to designated routes 5.4	<p>At present the strategy states:</p> <p><b>5.4 Adherence to Designated Routes</b></p> <p>5.4.1 As noted in Section 4.1, construction vehicles will be required to adhere to the designated construction routes identified. A clear signage strategy will be implemented to ensure construction traffic follows designated routes and avoids banned routes such as New Road and roads through Duxford, Hinxton and Ickleton.</p> <p>5.4.2 The designated routes will form an integral part of the supplier sub-contracts. Maps of the approved routes will be issued to contractors and housebuilders, which they will be required to sign off. These can then be included in their own procurement and contracts with their suppliers. <u>Penalties may be considered for non-compliance; to enforce adherence, the site management team will undertake spot-checks on a monthly basis.</u></p> <p>5.4.3 Routes for ALLs would be determined by the haulier in collaboration with the affected Police and local highways authorities. These would be determined by the configuration of the load, depending on its height, width, weight and length. The need for escort vehicles would be determined through that process.</p> <p>HPC submit that “monthly spot checks” will not be sufficient. We ask for camera monitoring and financial penalties for non-compliance.</p>
6	Preliminary Construction Vehicle Movements	
	6.1 Vehicle Forecasts	<p>Paragraph 6.1.1 acknowledges the construction period to be at least 10 years:</p> <p><b>6.1 Vehicle Forecasts</b></p> <p><b>Introduction</b></p> <p>6.1.1 The Proposed Development is anticipated to be constructed over a period of at least 10 years, during which time levels of construction traffic would vary and there would be a mix of construction and development generated traffic arising from the Site.</p>
	6.1.10	<p>Paragraph 6.1.10 anticipates a peak of demand of 1050 construction workers each day and 3,700 monthly (185 daily) deliveries.</p> <p>The applicant's assumption is of 350 light vehicle movements morning and evening generated by workers:</p> <p>6.1.11 Worker movements to and from the Site will be coordinated as part of the workforce Travel Plan (see Section 5.10), with measures put in place to restrict the number of people arriving by car or light vehicle (vans). It is usual for workers to travel in groups using a single vehicle (i.e. car / van share, minibus). As such, the total number of vehicle movements is typically much less than the total number of workers. For the purposes of this assessment an assumption of an average of three workers per vehicle has been made.</p> <p>6.1.12 This would result in around 350 light vehicle movements in the morning peak period and 350 in the evening peak period generated by workers at the Site at peak periods. This would be spread across the morning and evening peak periods.</p> <p>Deliveries of plant and materials – restricted delivery times, to avoid peak hours, based on 185 delivery vehicles per day</p>

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		<p>6.1.13 Deliveries (of materials, plant and equipment, etc) would be restricted in terms of delivery times, so that peak hours are avoided. On this basis, the ES assumed that an average of 21 arrivals and 21 departures per hour would be expected, with a total of 370 two-way trips per day (i.e. 185 vehicles per day). This figure of 370 two-way trips per day represents a peak of construction activity and is predicted to be split between 241 two-way movements on the A1301 south of the Existing Campus and 130 on the A1301 north of the Existing Campus (i.e. 65%/35% split).</p> <p>6.1.14 The Proposed Development would also involve the construction of new access roads and junctions on the A1301 which would require temporary traffic lights and traffic management for a period of time. Where possible, any traffic management would be restricted to off-peak periods and the duration minimised as far as possible.</p> <p>Even as a best case, these are staggering numbers and it is hard to see how traffic movement on the A1301 will be sustained when seeking to accommodate them.</p> <p>HPC seek clarification from Greater Cambs planning as to how these vehicle assumptions will be monitored and regulated.</p> <p>For example, how will the timing restrictions on delivery of plant and materials be applied in practice? The proposals under 7.1 below do not appear sufficient.</p>
7	Implementing, Monitoring and Updating	
	7.1 Management	<p>The strategy says that main contractors will produce Construction Management Traffic Plans for each phase for approval by SCDC.</p> <p>7.1.2 The Detailed CTMPs/CEMPs will be managed by the relevant main contractors. A nominated employee will be appointed as 'Logistics Manager' and will be responsible for the day-to-day organisation and monitoring of construction logistics for the Site, for the duration of the construction phase.</p> <p>The monitoring is undertaken by the Contractor's Logistics manager. We ask that the relevant data is shared with HPC monthly.</p> <p>It is hard to see that Contractors working tight timelines and subject to delay related damages for late completion will really restrict plant and material deliveries to out of peak hours as envisaged.</p> <p>The sanctions currently contemplated for non-compliance are woefully inadequate:</p> <p>7.2.2 For those suppliers and hauliers that continually fail to follow advice to avoid delivering during peak periods or conform to other instructions such as not stopping on-street or fitting vehicles with cyclist protection equipment, the site manager will liaise with these operators to ensure their level of compliance improves.</p> <p>There will need to be meaningful financial sanctions for non compliance.</p>

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