

## **Appendix K, Cambridgeshire County Council**

### Original Comments (14 March 19)

#### *Summary of Main Issues*

Officers have reviewed the application and supporting documents and a summary of the key issues are set out below.

#### *Education*

When assessing the education requirements of new residential developments the Council will normally apply its adopted pupil multipliers to determine the impact. In this instance, however, the Council recognises that due to the unique nature of the development, these general multipliers would not produce the most likely forecast. It is also acknowledged that occupancy of the housing will be determined by the operational needs of the Campus with some workers on short or fixed-term contracts which will also have an impact on the demographics. For this reason, the County Council has agreed to draw a comparison with the Eddington site in Cambridge being developed by Cambridge University. This will produce a markedly different child profile to that experienced in more conventional developments.

#### *Early Years*

There are three early years providers in the locality all providing a varying degree of sessional and full day care. There is limited spare capacity at any of these facilities to meet the needs of the development.

The Council therefore supports the proposal in the application to provide early years facilities on the site and will require that early years provision offers the full range of entitlements, including the universal entitlement (15 hours), the extended entitlement (30 hours) as well as funded places for two year olds who qualify.

The County Council will also require that this setting will be open for the earliest occupations to ensure appropriate provision is in place to respond to demand and meet basic need for the early residents of the development.

#### *Primary*

The pupil yield is likely to be insufficient to justify the provision of an on-site primary school. The Council does not build schools smaller than 2 forms of entry and a school of this size would be unviable in terms of the demand created by the development and may have a detrimental impact upon existing schools. It is, however, agreed that there will be a significant impact which will require mitigation.

The County Council's solution is to expand the existing Duxford primary school by one form of entry to make a two form of entry primary school with 420 places. There is adequate space on the site of the school to accommodate this expansion. An appropriate contribution from the applicant towards this expansion will be necessary.

### *Secondary*

The catchment school, Sawston Village College, has an overall capacity of 1,050 and at 2018 the total number of children of roll is 1,033 which demonstrates relatively limited capacity. The County Council support the view that there is no basic need for a new secondary school on site. However, proportionate contributions towards a one form of entry expansion to Sawston Village College taking the capacity to 1,200 will be required to mitigate the impact of this development.

### *Transport*

The Transport Assessment Team has reviewed the application and recommend a holding objection at this stage for the following reasons:

-There being are a number of issues identified primarily concerning the development mix, trip generation, internalisation of trips, accident data and mode share, which will require further information and/or clarification to be provided in order for the Transport Assessment and associated appendices to be reviewed in full; and

-There are a number of outstanding issues concerning the site strategy, off-site improvements and parameter plans which need to be addressed, including the provision of a Stage One Road Safety Audit for each of the proposed improvements to the highway network.

-When further information is received and verified, the evaluation of the transport assessment can be completed and the full impact of the development on the transport network will be known. At this time it will be possible to identify what mitigation will be needed to make the development acceptable.

### *Minerals and Waste*

The submission states that the Outline Construction and Environmental Management Plan and Outline Waste Management Strategy are to be developed as the scheme progresses. It is therefore requested that a condition requiring approval of a "Detailed Waste Management and Minimisation Plan" to ensure that this undertaking is fulfilled.

### *Archaeology*

Whilst considerable pre-submission work was carried out to scope and agree a suitable archaeological evaluation of the expansion site, the full results of this evaluation are not included in the planning application. Furthermore, the application only includes generic mitigation measures that do not incorporate the data and findings of the field evaluation. Consequently an objection to the generic mitigation strategy for archaeology has been registered. The applicant/agent has been advised to devise and present a suitable mitigation strategy that should be included as a requirement of the Environmental Statement.

### *Public Rights of Way*

The Definitive Map Team has no objection to this proposal although the applicant should be aware of the presence of the Public Rights of Way, their legal alignment and width as well as the County Council guidance on development impacting rights of way. Appropriate informatives have been requested as part of any planning permission.

#### *Local Lead Flood Authority*

As Lead Local Flood Authority (LLFA) the County Council has no objection in principle to the proposed development. The application demonstrates that surface water from the proposed development can be managed by conveying surface water runoff to bio-retention and attenuation areas around the development before infiltrating into the surrounding ground. Appropriate conditions requiring approval of a strategic site-wide surface water drainage strategy; detailed surface water strategy; and details for the long term maintenance arrangements for the surface water drainage system (including all Sustainable drainage systems (SuDS) features).

#### *Supporting New Communities*

A request for funding through section 106 contributions has been made to secure early intervention and preventative services in order to support new residents in the community. As new residents will be joining the community over a long timescale the view will be to support the community to become resilient so early residents will be able to positively support future members of the community. Failure to secure funding during the early phases of a new communities build out will mean this work cannot be achieved.

This funding will support a variety of professionals across a range of agencies based on the ground to work within the new community. Depending on need this could be through the work of family workers, school liaison officers, adult learning course, public health campaigns and commissioned services, community development workers, housing association support, faith provision, community led-support groups GP services & workplace support.

#### *Libraries*

The vision is for a modern library facility located in a shared building with partner services. This is in line with Cambridgeshire County Council's policy for the 21st Century Library Service which recognises the importance of developing community hubs where library services are provided in shared buildings in partnership with other service providers. Other service providers may include information and advice services, health services, adult learning services and Children's Centres.

This community hub model provides the opportunity to deliver a wide range of complementary services and facilities, including community meeting spaces to meet the needs of a growing community. Libraries play a key role in building the networks of relationships among people who live and work in the new community, enabling that community to function effectively.

The section 106 will secure the provision of a suitable building to meet the needs of the library and partner services together with a contribution towards furnishing and equipment.

### *Public Health*

The application, specifically the Health Impact Assessment (HIA), has been reviewed against the New Housing Developments and the Built Environment Joint Strategic Needs Assessment (JSNA) for Cambridgeshire. This review ensures that the application and assessments have identified the relevant impacts on health and contains specific mitigation measures to address these impacts. The detailed review and recommendations are contained in Appendix 2.

The HIA is a thorough assessment of the potential health impacts associated with the development. It is evidence based and has used local data appropriately. The mitigation measures proposed are in the main part acceptable, however, the level of commitment to some the measures is vague.

Most of the mitigation measures will need to be agreed at the Reserved Matters stage and design coding. In order to have confidence that the mitigation measures contained in the Health Impact Assessment are implemented a “Statement of Compliance” should be submitted with each Reserved Matters Application.

### *Draft Section 106 Heads of Terms*

Planning obligations or Section 106 agreements are legal agreements between local planning authorities and developers in the context of the granting of planning permission. Officers are working with the applicant and SCDC to progress the Heads of Terms for a S106 Agreement to secure the necessary infrastructure to make this development acceptable in planning terms.

The table below provides a schedule of the planning obligations that are currently being proposed and which are considered necessary to mitigate the impact of the development. This relates only to County Council infrastructure and services.

Infrastructure Type	Requirement
Early Years	On-site provision of an early years facility at a location to be agreed and to the Council’s specification to be delivered for earliest dwelling occupation.
Primary	Financial contribution towards a 1FE expansion of Duxford C of E Primary School
Secondary	Financial contribution towards a 1FE expansion of Sawston Village College.
Transport	To be determined when transport assessment complete.
Supporting New Communities	Financial contributions towards early intervention and preventative service.

Library	Provision of a suitable building to meet the needs of the library and partner services together with a contribution towards furnishing and equipment.
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Updated Transport Comments (11 July 19)

*Transport*

Following submission of the County Council’s transport response to the planning application (a ‘holding objection’ given matters outstanding on the transport evidence) The County Council Transport Assessment and Highways teams have been involved in ongoing discussions with the Wellcome Trust and its agents ‘Vectos’.

Discussions have concerned the Transport Assessment, its associated impact assessment and proposed mitigation. Whilst good progress has been made in addressing some of the issues, there are matters outstanding, and work on the impact assessment is ongoing.

- The applicant’s future year ‘Paramics’ impact model is under review
- The applicant has submitted its junction proposals for safety audit review
- CCC has commenced its review of signal models (Linsig) of the proposed signalised junction proposals
- Without prejudice to the ongoing impact assessment, draft Heads of Terms have been prepared

It should be noted that the application is in a sensitive area from a transport perspective, with the A505 and M11 already facing capacity problems. Given the existing issues and growth pressures, the Combined Authority is about to commission a Strategic A505 Study to consider this area, its transport and growth context, and potential solutions. The study will take around 1 year to complete.

Furthermore, in December 2018 the Greater Cambridge Partnership published the Whittlesford Stage 2 Report, which contains a shortlist of potential transport infrastructure projects within the study area.

There are other major development proposals in the area (i) the Hinxtton Agri-Tech site: 112,000sqm employment, presently the subject of a planning appeal, which the Local Planning Authority is defending on spatial planning grounds and (ii) the North Uttlesford Garden Village: a draft allocation in the proposed Uttlesford Local Plan for up to 5,000 dwellings at Great Chesterford.

Transport Notes on the application

*Access Not Included*

It is important to note that the application is for all matters reserved and therefore access is not included in the assessment. The developer has proposed access off

the A1301 however the ultimate access detail will need to be approved prior to construction, enforced by condition.

### *Crossing the A1301*

The proposed development is on the opposite side of the A1301 to the Genome Campus. This will require pedestrians to cross the road to enable campus interaction. The developer has suggested an at-grade signalised crossing solution combined with some traffic calming measures and speed reductions. These have been subject to a stage 1 Road Safety Audit, which did not identify any significant hazards. However, in order to bring such a crossing forward the additional works and traffic calming along the A1301 would need to be secured by Traffic Regulation Order prior to any Reserved Matters Decision.

### *Disparity with Hinxtton Appeal Package*

It should be noted that the Wellcome Trust's proposal to address impacts at the A505 McDonald's Roundabout differs from the solution proposed by Hinxtton Agri-Tech. The Wellcome Trust propose a signalised solution. In the event that both developments are consented the County will take a view as to which solution is preferred (Hinxtton, Wellcome or A505 Study recommendation) and take an equivalent financial contribution as required.

### *A Flexible Approach*

Numerous aspects of the Heads of Terms will require flexibility so that mitigation could shift from the direct delivery of defined works (that successfully deal with the development's impacts) to a financial contribution to other strategic works that may go above and beyond this (i.e. the Whittlesford Hub or outcome of the CA Strategic Study).

### *Sustainable Movements*

The Genome Campus already boasts a very successful Travel Plan, and the further enhancement of this, combined with a strong focus on internalisation will be key to minimising unsustainable private car use.

### *Heads of Terms*

The transport holding objection remains until the full technical assessment has included and impacts are fully understood, notwithstanding, initial Heads of Terms have been offered by the developer.

### Updated Education Comments (16 July 2019)

The education service has received amended data from the research team and re-assessed the requirements for primary school mitigation having considered the potential pupil forecast arising from the development. Since an agreed dwelling and tenure mix has yet to be agreed with the applicant the Council has re-evaluated the options for mitigating the impact to ensure that all scenarios can be accommodated.

## *FORECASTING PRIMARY PUPIL YIELD*

An outline planning application has been submitted to South Cambridgeshire District Council for further development of the Genome Campus, Hinxton which includes the construction of up to 1,500 dwellings. Normally the starting point for assessing the primary education provision required on the site would be to use the top end of the County Council's general multiplier (40 children aged 4-10 per 100 dwellings).

However, there are unique aspects to this development that require an alternative approach hence the Research Team has provided advice on an alternative method of forecasting.

The planning application refers to a very specific set of circumstances regarding tenure and housing mix designed to meet the on-going needs of workers on the Genome Campus. This also includes (at application stage) no plans for affordable housing on the site.

- Housing mix – studio/one bedroom properties at a higher ratio than other developments.

- Tenure – leased/rented from the site owners (or Management Company) or privately owned but restrictions on re-sale.

The Eddington site in north-west Cambridge has been identified as the closest comparable development in terms of pupil numbers. At the early stage of that development (particularly the housing for University 'key workers'), there were relatively low numbers of children compared to what would have been expected given the Council's general multiplier. This provides a justification in the case of the Genome Campus for not using the 40 children aged 4-10 per 100 dwellings.

For reference, if the standard multiplier (30-40 primary aged children per 100 dwellings) were applied, we would expect between 450-600 primary school pupils aged 4-10 (approximately 2 to 3 forms of entry (FE)).

There is an inherent uncertainty in producing a single alternative forecast for this development due to the wide range of possibilities for the housing mix on the site which will not be determined until later reserved matters stages. Therefore to ensure that adequate mitigation is planned for at an early stage a number of scenarios have been considered:

- Scenario one: Assumes that the maximum possible studio and one bed properties are built (and no four bed). This will yield 143 primary aged children (20 children per year group or 0.7FE). This is a similar figure to the lower range quoted by the developer.

- Scenario two: Assumes a mid-range number of dwellings are completed for each type. This will yield approximately 280 primary age children (40 per year group or 1.3FE). Again a figure similar to the top end of the range quoted by the developer

-Scenario three: Assumes the maximum number of 3 and 4 bedroom dwellings are built (within the ranges quoted). This yields, 413 children (60 per year group or 2FE). This is a new scenario not previously considered by the developer.

The range quoted by the developer reflects the low to middle of the possible outcomes (Scenario 1 and 2) and there is a possible scenario that produces higher numbers (Scenario 3). Planning assumptions therefore should focus on managing 1.3FE with a contingency to support a further 0.7FE if required.

### *MITIGATION*

In terms of mitigation in order to meet the demand for places arising from this combination of scenarios the Council is no longer seeking off-site contributions to increased capacity at Duxford. With this option the maximum additional capacity that could be created is 0.8FE which would only allow the Council to mitigate Scenario 1.

It is now proposed to secure up to 2FE of capacity on a site provided within the Genome Campus. This would require the section 106 agreement to secure the provision of 2.3ha together with financial contributions.

### *COMMENTS ON PROPOSED SCHOOL SITE*

The applicant has provided a drawing showing the potential location for a primary school. The Council has undertaken an initial review of this site against its specification for school sites in residential developments. The following comments are made in response to the current site and should form the basis for further discussions with the Education team to fixing the site location.

- The site is right on the main roundabout into the campus.
- The proximity to the A1301 will cause noise/air quality issues. The indicative buildings suggest there is no allowance for mitigation.
- Access would be directly of the primary road whereas we normally require access from a secondary road.
- The site is split in two by a significant hedgerow and a watercourse/drainage ditch.
- It is probably the more level part of the site, circa 5 metre drop from east to west (say 1:100 gradient).
- It could be better related to the lower density (family?) housing in the north of the site.
- A copy of the S106 Site Specification is attached.

### Updated Archaeology (July 2019)

Further to previous advice given for archaeological matters in relation to this development proposal, the comments below follow the appraisal of additional documents provided in support of Quod's Environmental Statement.

Commencing with the specific Cultural Heritage chapter (8) of the ES, overall there are many areas of this chapter that can be now be agreed relating to the need for a specific archaeological mitigation strategy that will allow excavation work to occur in certain areas of the site. However, Table 8.8 Summary of Archaeology Effects of the

Proposed Development upon a series of numbered heritage assets identified prior to the evaluation is out of date, as it relates to archaeological evidence acquired for the baseline data section for known heritage assets that needed to be subject to evaluation. This has now been done for the majority of the area (ref to report at ES section 8.6) and a series of mitigation areas identified based on that work and an appraisal of the significance of the archaeological evidence. Consequently, the attribution of significance and sensitivity of the heritage assets listed is also out of date as their reassessment following the evaluation would identify the site being one of long distance communications features (Roman and Medieval) and area (tribal?) boundaries (Iron Age): a little different to long linears representing agricultural features and field divisions. That mitigation will include excavation and public presentation (8.11.13 8.11.14), however, does correlate with our earlier advice to you and to Quod that such a scheme will be required and should be formulated along the lines of our recommendations. We can support the intention to conduct appropriate mitigation and will assist in its formulation at a suitable future stage should this development proposal be granted planning permission.

Important to note is that the inclusion of watching brief led fieldwork in Table 8.8 is not supported in Cambridgeshire, as this is a poor investigation technique that should not be used in first contact work with archaeological evidence. It is used only to support main schemes of excavation where adjunctive small scale construction works enable verification of the presence/absence of archaeological remains, or in areas in which the removal of concrete slabs/uprooting could occur and such use would need further discussion and planning. Selected areas of open excavation around identified groups of features that are able to articulate their origins and change through time will comprise the main part of the mitigation strategy.

Sections 8.11.3 and 8.13.1 provide very useful lists of construction impact areas and types and it is useful to see that acknowledgement of an archaeological programme is listed in the CEMP.

The Early Landscape Works Plan (181205-9) and the Highways Improvements plan (181205-7 PP5) indicate areas for early entry works. The highways improvement would have little impact, save for an area around the southern, round, roundabout, which occurs in an area of archaeological significance, while tree removals in areas of archaeological remains, including around a known burial, require further consideration and integration into the archaeological mitigation strategy and construction programme. The statement at 8.13.2 should enable this.

The Green Infrastructure and Indicative Master plans show the sinuous, roughly N-S flow of the ancient trackway found through the course of evaluation. Its persistence and integration into the masterplan is very welcome and a commitment to interpretation and long-term display will make the cultural heritage relevance of this feature enter a new local landscape. The suggestion that a s106 legal agreement would secure a strategy for maintenance, display and presentation at 8.11.14 of the ES Cultural Heritage chapter is endorsed here as a recommendation and I advise that Cultural Heritage is included in the Heads of Terms accordingly.

There are no objections to this development on heritage grounds relating to archaeology as no designated sites stand to be affected and no remains of

equivalent status, as nationally important evidence, were found in the evaluation. The mitigation of the archaeological evidence at this site, including further evaluation in the unevaluated northern zone, is achievable and its results will contribute to our understanding of the hinterland of Roman Great Chesterford and the Cam Valley archaeological sites and monuments.

We support the application on archaeological grounds.

County Transport 10 October 2019

**No objection subject to mitigation:** Following extensive discussion with the applicant, technical issues have been addressed such that a sound conclusion of the development impacts can be drawn. Subject to the delivery of appropriate mitigation to address these impacts, Cambridgeshire County Council (CCC) has no objection to the proposals.

### **Context**

Following submission of the December 2018 Transport Assessment and Travel Plan, the developer provided additional information to the County Council, including:

- Transport Assessment Additional Information (27th February 2019);
- Transport Scoping Update (19th March 2019);
- Transport Assessment Additional Information (22nd March 2019);
- Updated Trip Generation and Distribution Report (26th March 2019);
- Traffic Flow Diagrams (3rd May 2019);
- Development without mitigation (Paramics Outputs);
- Updated Traffic Flow Diagrams (19th May 2019);
- Post Audit Paramics Model note (24th July 2019);
- Updated Modelling Note (22nd August 2019).
- Various updates of the S106 Heads of Terms
- Updated Modelling Note (25<sup>th</sup> September 2019)

### **Impact Assessment**

The additional information suitably addresses the issues raised by CCC, as summarised below and detailed in Appendix 1.

**Trip Rates:** Following the provision of additional information, CCC approves the trip rates assumed for the respective land uses proposed.

**Distribution and Flows:** Following the provision of additional information, CCC approves the assumptions relating to the distribution of traffic associated with the development. Distribution of trips was determined utilising existing staff postcodes for commercial trips and Census 2011 for residential trips. Modes shares for other land uses were subject to discussion and agreement with CCC.

**Paramics:** The Paramics microsimulation model was independently audited by SYSTRA. The Base and Future model scenarios are acceptable for use.

**Linsig:** The LinSig models of the proposed signalisation of the A1301/ A505 junction and M11 Junction 10 southbound off-slip have been reviewed and accepted by the CCC modelling and signal teams.

**Impact Assessment:** The impact assessment identified significant impacts at the following junctions

- A1301/ A505 roundabout
- M11 Junction 10 (southbound off-slip)
- A1307/ A11 roundabout
  - Maximum queues of 11 (of 41) pcus and 26 (of 53) pcus during the AM and PM peaks respectively resulting from the development.
- Granta Park/ Bourn Bridge Road roundabout
  - Maximum queues of 28 (of 61) pcus during the AM peak resulting from the development
- Moorfields Road/ A505 right/ left staggered crossroads
  - Maximum queues of 40 (out of 46) pcus during the PM peak.
- Hunts Road/ A505 roundabout
  - Maximum queues of 22 of 27 during the AM peak

In all cases, a suitable mitigation has been identified and agreed in principle. The County Council therefore has no objection subject to the following, comprehensive, multi modal mitigation package. This is detailed in the draft heads of terms and summarised below:

### **Mitigation**

**Travel Plan:** Implementation of a **site-wide Travel Plan** for all on-site uses. Each land use/ business shall submit individual Travel Plans with measures specific to their use and dovetailing with the site-wide Travel Plan. Specific uses including the Hotel and Conference Centre, and the Discovery Centre will include Event Management Plans in their respective Travel Plans, to minimise and manage the impacts of events that attract 'larger' numbers of delegates in the event they should they occur. The range of measures listed in the Travel Plan will be implemented accordingly. A target that no more than 40% of Campus external journeys to work will be undertaken as single occupancy car trips has been agreed. The County Council is also seeking that the Site Wide Travel Plan (and individual Travel Plans) will aim to reduce park hour vehicular trips to and from the site. The Travel Plans shall be monitored annually using staff/ resident surveys and traffic and other movement counts until 5 years post full occupation.

The Travel Plan shall include the implementation of a **Car Club** and **Car Share Scheme** for residents and employees, including dedicated conveniently located spaces and one year of free membership incentives, with details to be approved by the County Council.

The Travel Plan shall include the establishment of a **Transport Review Group** to oversee and discuss the ongoing performance of the site in terms of sustainable travel and monitoring results. In the event the Travel Plan targets are not met, the TRG will agree with the County Council suitable mitigation measures that will be funded through the Travel Plan Contingency Fund and implemented accordingly.

**Travel Plan Contingency Fund:** A fund over and above the Travel Plan budget that can be applied flexibly to respond to any emerging issues and opportunities, to ensure additional mitigation measures are implemented in the event that targets are not met. This may include further improvements to bus services or demand responsive travel, enhanced pedestrian and cycle routes, innovative transport technologies, and/or additional promotion or incentives for sustainable travel.

**Car Parking Management Plan:** This shall detail the management and enforcement measures for car parking provided on the development, including provision of accessible spaces and electric charging spaces, and allocation of car parking for each land use. This will need to be agreed with CCC. Workers that live on the campus will be prevented from bringing a car to the multi-storey car parks for business use.

A **Monitoring Strategy** will need to be agreed with CCC, which will detail how **rat running and off-site parking** will be monitored in local villages. In the event there is shown to be an issue for either, there is a **monitoring fund** which can be used to implement suitable mitigation measures.

#### **Walking:**

- Direct provision of a new section of footway connecting the A1301 (east) to High Street (west) in Hinxtan along New Road.
- Direct implementation of the A1301 improvement scheme between the A1301/ A505 junction and A1301/ A11 junction including; footways / cycleways throughout the development and connecting to the existing pedestrian/cycleway to the west of the A1301, a signalised toucan crossing located to the north of the existing roundabout access and other informal crossing points.

#### **Cycling:**

- Direct provision of the on-site Cycle Hub with maintenance facilities. An on-site cycle scheme for Campus residents and staff is to be provided that facilitates movement around the Campus

- Direct provision of the improved 3.5m cycle route between the Campus and Whittlesford Station, including the upgrading of the existing route, new cycleway and A505 crossing facilities as part of the A505/A1301 junction improvements.
- Direct provision of the new connection will be provided between the Development and the existing cycle route adjacent to the A1301 which starts to the north of North End Road (and which will be upgraded).
- Financial contributions towards improvements between the proposed site and the GCP Greenway proposals in Sawston, such as provision / widening of existing cycleways, installation of solar studs and potential crossing facilities where agreed with CCC'.
- Financial contribution towards improvements in cycle links towards from Saffron Walden towards Great Chesterford. See Uttlesford Cycling Action Plan for details.

#### **Bus and Rail:**

- **Shuttle Bus Service:** Developer to provide ongoing enhancement of the existing Campus shuttle bus service which operates between the Campus and Whittlesford Parkway station, to increase frequency to align with train arrival/ departure times to a 15-minute operating frequency to ensure demand is catered, including off-peak services and weekend services. Details to be provided in a **public transport strategy** to be approved by CCC prior to commencement and subsequently implemented by the developer.
- **Campus Services:** Expansion and improvement in capacity of the existing campus bus services (in line with stage of development delivery) to support the increasing population (employees and residents) across the Campus throughout the day. Details to be provided in a **public transport strategy** to be approved by CCC prior to commencement and subsequently implemented by the developer.
- **Off-Peak Services:** Provision of appropriate off-peak services to serve Cambridge and key local attractions for use by workers, visitors and residents of the development, to encourage and facilitate off-peak travel, to be detailed as part of the public transport strategy. To also consider school shuttle services to Sawston Village College in the event that CCC are not required to provide such school services through statutory requirements.
- **Local Access:** As part of the public transport strategy and to support the ongoing viability of the services, to make the site bus services available for use by the local community and ensure provision of buses during evenings

and weekends. Furthermore the public transport strategy should explore opportunities to better connect / combine services with nearby business parks.

### Highway Improvements and Access

- **Access and A1301:** Direct delivery, prior to occupation of the three site accesses and the A1301 corridor improvements, as set out on the Highway Improvements Plan (PP5) and including footways / cycleways, a signalised pedestrian and cyclist crossing close to the existing access and other informal crossing points, a new footway adjacent to New road to link to Hinxtton, and gateway features.
- **A505/A1301 ‘McDonald’s Roundabout’:** Direct implementation of signalised mitigation or financial contribution as required towards an alternative scheme, as directed by the County Council.
- **Moorfields Road and Hunts Road:** Direct implementation or financial contribution as required towards signalised mitigation at Moorfields Road and Hunts Road junctions – as per the proposals secured in principle through the Agritech Hinxtton appeal.
- **A11/A1307 junction and Bourn Bridge Road / Granta Park access:** mitigation to include (i) the direct implementation of A11 SB off-slip white lining (prior to first occupation), and (ii) financial contribution towards the Travel hub element of the Cambridge South East Transport Better Public Transport Project (A1307 Phase 2). This scheme aims to create a vital Public Transport link to ease capacity on the network, therefore mitigating (through trip banking) the additional trips associated with the Genome Campus.
- **M11 southbound off-slip – junction 10:** Mitigation as per Highways England requirement.

### Transport Enhancement Fund

- A financial contribution to establish a **Transport Enhancement Fund** towards future enhancements to the sustainable network, where relevant opportunities emerge.

### Mitigation relating to site Masterplan

- Detailed design to include:
  - A **mobility hub** which will serve as a place of connectivity for transport modes (walking, bike hire, lift sharing, car clubs, bus services)

- **Community concierge** providing personal mobility services as well as receiving deliveries, to act as the focus for the TP, and could be co-located at the mobility hub
- **Micro consolidation centre** to minimise delivery and servicing movements, and to assist with the delivery and distribution of goods on the campus by sustainable mode.
- Future proofing for electric vehicle charging points, e-bikes and demand responsive transport
- Ensuring links through the campus for walking and cycling are direct and attractive, of sufficient width and car-free routes ensuring direct access to key campus locations.
- Wayfinding signs throughout the campus with local destinations and journey times.
- Different land uses to include changing rooms for cyclists and active travellers, dedicated showers proportionate to the number of users and clothes drying facilities.
- Provision of the main route through the campus to accommodate buses and bus stops at appropriate locations