

**Comments of Hinxtton PC: Application 22/02374/COND9 (registered 9<sup>th</sup> January 2023)**

**APPLICATION TO DISCHARGE CONDITION 9 OF RESERVED MATTERS APPROVAL 22/02374/REM**

Thank you for consulting Hinxtton Parish Council on the above application; it has the following comments, which we also present in the context of the Outline Construction Traffic Management Plan (OCTMP) approved under OPP Condition 51 (Ref: S/4329/18/OL, 18<sup>th</sup> December 2020).

**a) Demolition, construction and phasing programme**

It is noted that construction of the car park is due to take place in one phase between January and September 2023.

**b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.**

We note the access arrangements indicated on drawing (WEL001-016D) Appendix 3. It is assumed that vehicles arriving from the A505 south will not attempt a right turn into the site, rather they will make a full rotation of the roundabout at M11 J9a and then enter the site on a left turn. This is currently only inferred by the drawing. Please also confirm that it is in line with the wider arrangements shown in figure 4.2 of the outline construction traffic management plan (Nov 2021) included in the c.51 submission.

We would repeat our previous request that any vehicles turned away should not loiter in the area, but should immediately depart via the M11.

**c) Construction/Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation.**

Noted, however we would remind Wellcome of their commitment (Para 5.2.4, c.51 OCTMP) that “during working hours, delivery / collection construction vehicles would only access the site between 10.00 and 16.00 (unless otherwise agreed in writing by the LPA) to avoid peak traffic times in the area”.

Please note, peak traffic congestion in the area is already problematic, and we would be extremely concerned if this commitment was not adhered during the construction phase as it has the potential to worsen the already bad existing situation.

**d) Intentionally left blank.**

- No comment

**e) Soil Management Strategy having particular regard to potential contaminated land and the reuse and recycling of soil on site, the importation and storage of soil and materials including audit trails.**

- No comment, although the relevant British Standard commitments are noted.

**f) Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of BS 5228- 1:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites.**

- Noted, including the commitment to the principles of Best Practicable Means to minimise noise levels during construction, and a system of enforcement.

- g) Vibration impact assessment methodology, mitigation measures, monitoring and recording statements in accordance with the provisions of BS 5228- 2:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites. Details of any piling construction methods / options, as appropriate.**
- Noted, including the commitment to the principles of Best Practicable Means to minimise noise levels during construction, and a system of enforcement including the maintenance of a register for noise and vibration complaints, and available for scrutiny by SCDC.
- h) Dust mitigation, management / monitoring and wheel washing measures in accordance with the provisions of Control of dust and emissions during construction and demolition - Greater Cambridge supplementary planning guidance 2020.**
- No comment.
- i) Use of concrete crushers.**
- Noted that they are not to be used.
- j) Prohibition of the burning of waste on site during demolition/construction.**
- The commitment to no burning is noted.
- k) Site artificial lighting including hours of operation, position and impact of neighbouring properties.**
- No comment.
- l) Drainage control measures including the use of settling tanks, oil interceptors and bunds.**
- No comment.
- m) Screening and hoarding details.**
- No comment.
- n) Access and protection arrangements around the site for pedestrians, cyclists and other road users.**
- No comment.
- o) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.**
- It is noted that the appointed contractor's Traffic Management Plan will allow for the provision of a temporary 'left in – left out' access and egress arrangement. This appears to confirm our assumption under b) above. If it is possible, the PC would welcome sight of the final agreed contractor's Traffic Management Plan.
- p) External safety and information signing and notices.**
- No comment
- q) Implementation of a Stakeholder Engagement/Residents Communication Plan, Complaints procedures, including complaints response procedures.**

- Given the imminent implementation of the project, we would welcome another meeting of the Community Liaison Group as soon as possible.
- Please confirm who is the nominated Urban&Civic Project Manager.
- On a related note (as set out in email correspondence dating back to August 2022) we still await clarification of how ANPR monitoring will be structured and shared. In particular:
  - o What is the structure of the scheme?
  - o Where will the cameras be placed?
  - o What data are they recording?
  - o Who will that data be shared with and how regularly?
  - o Will the data demonstrate that U&C are complying the Construction Traffic Management Plan / S106?
  - o What sanctions will exist if they do not?
  - o Will data sampling be undertaken before works start, so we can monitor all increased traffic in the villages as a consequence of the Wellcome works, not just “construction” vehicles?

**r) Membership of the Considerate Contractors Scheme.**

- No comment.

**s) Regarding construction traffic:**

- **Movement and control of muck away vehicles (all loading and unloading should be undertaken where possible off the adopted public highway).**
- **Contractor parking, with all such parking to be within the curtilage of the site where possible.**
- **Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway where possible).**
- **Control of dust, mud and debris, and the means to prevent mud or debris being deposited onto the adopted public highway.**

For the avoidance of doubt, reference to Mill Lane is in relation to the slip road at the southern end of the A1301 rather than the Mill Lane in the Hinxton village.

9 February 2023

Hinxton Parish Council