



Land at Hinxtton

Representations to the Greater Cambridge Regulation 18 Local Plan Consultation

Transport Summary

Client: SmithsonHill Ltd

This document has been prepared by Rappor Consultants Ltd on behalf of SmithsonHill Ltd to accompany representations to the Greater Cambridge Regulation 18 Local Plan Consultation. It should be read in conjunction with Lichfield's Representations document dated January 2026.



Perfectly Located for Growth and Connectivity

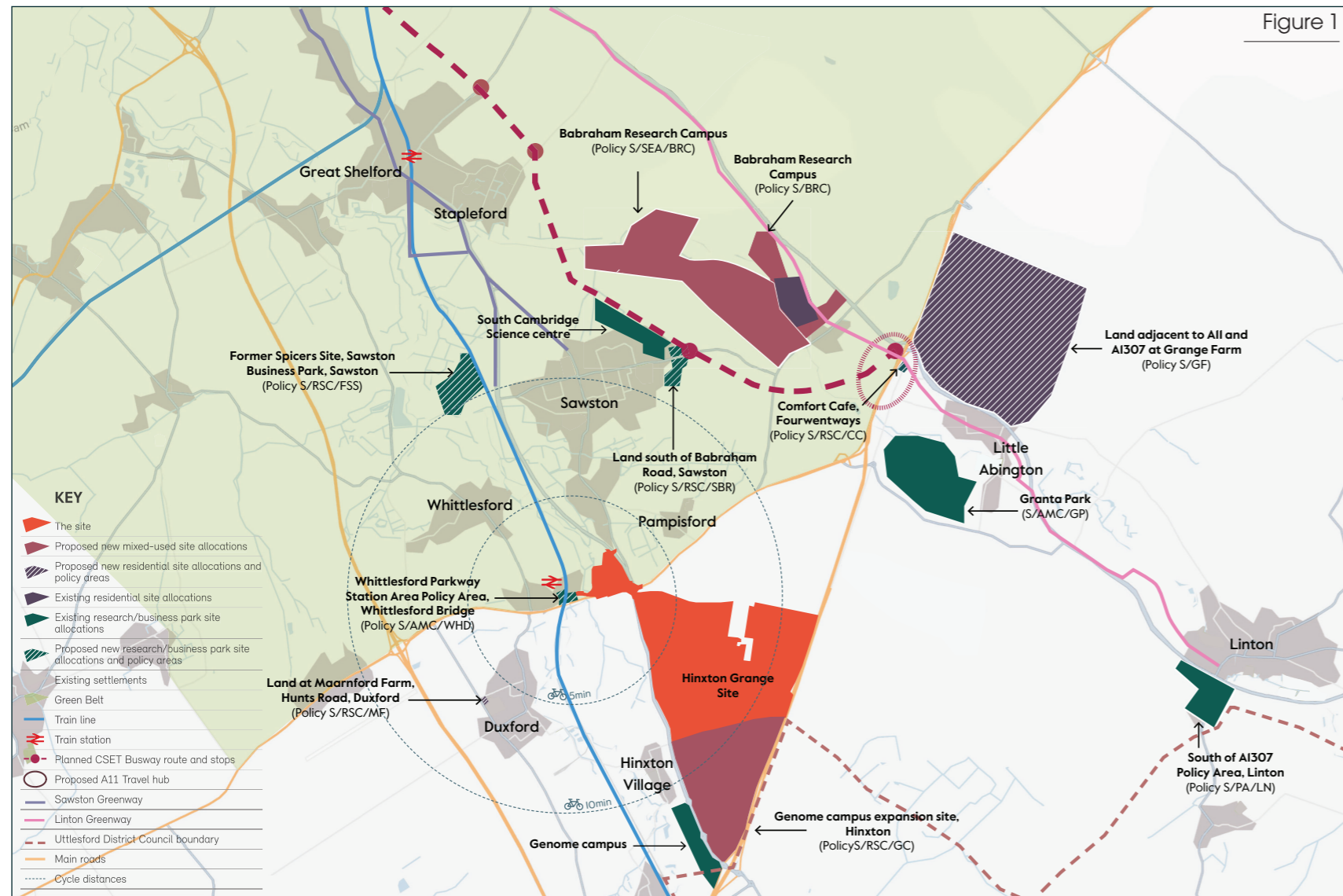


Cambridge sits at the heart of the UK's ambition for the Oxford-Cambridge Arc to become one of the "most productive places in the world". Home to Europe's leading life sciences cluster, the city hosts over 400 companies contributing £2.9 billion to the UK economy. Recognising this potential, the Government has established the Cambridge Growth Company to tackle critical barriers such as housing affordability and congestion that threaten sustainable growth.

Delivering this vision depends on the new Greater Cambridge Local Plan providing enough homes in the right locations. Current analysis by Lichfields suggests that, under draft proposals in the consultation Local Plan, job growth will continue to outpace housing delivery throughout the plan period. Without intervention, this imbalance will perpetuate car dependency and long-distance commuting.

Land at Hinxton - a Strategic Location for Planned Growth

HELAA reference 200765 identifies two adjoining areas of land at Hinxton, which together are referred to in this document as 'the Site'. The principal area lies east of the A1301 and south of the A505. A second parcel, comprising approximately 13 hectares is located to the north-west of the A505 and is currently within the Green Belt. This parcel is referred to as the 'Northern parcel'. The location of the Site in relation to the local area is shown in Figure 1.



The Site is perfectly positioned to deliver homes near a number of nationally significant employment clusters such as the Wellcome Genome Campus, Babraham Research Campus and Granta Park, benefiting from access to the existing rail and active travel networks, providing a robust foundation for sustainable living and help rebalance homes and jobs growth south of Cambridge. Also by integrating primary education, local retail, and open space, day-to-day needs can largely be met on-site, reducing the need to travel.

Pedestrian and Cycle Accessibility

Homes here would sit within walking or cycling distance of Whittlesford Parkway station, with rail journeys of 6 minutes to the new Cambridge South station and the Cambridge Biomedical Campus and 12 minutes to Cambridge station and the CB1 district where the bus interchange provides regular connections to destinations in the City Centre and University. London Liverpool Street is accessible within a 70-minute commute, while Stansted Airport, employing over 12,000 people¹, can be reached via direct rail services in less than 25 minutes, providing excellent connectivity to both the capital and international travel. Currently offering 6–7 trains per hour, the station has been recognised by the Greater Cambridge Partnership (GCP) as a focus for improvements to both facilities and accessibility, reinforcing its function as key infrastructure that supports future growth.

Employment clusters such as the Wellcome Genome Campus, Granta Park and Babraham Research Campus are all within a 20 minute cycle. These research parks, collectively referred to in this document as the 'Southern Cluster Research Parks', employ over 7,500 people in scientific roles alone², and are expected to grow significantly over the plan period. Chesterford Research Park sits just over the boundary in Uttlesford District and is also within a 30 minute cycle.

Perfectly Located for Growth and Connectivity

Homes connected to jobs and transport

Positioned for sustainable living, the Site offers the opportunity for housing within walking or cycling distance of Whittlesford Parkway Station and major employment clusters, with fast rail links to Cambridge, London, and Stansted Airport

Balancing growth where it is needed

Hinxton provides a strategic opportunity to address the homes and jobs imbalance in Greater Cambridge, cutting travel distances, reducing pressure on the road network and enabling a more sustainable growth pattern.

A complete community on-site

Primary education, local retail, and open space would form part of a new community here, reducing the need for off-site travel and supporting day-to-day convenience.

¹ stanstedairport.com/community/employment-and-skills

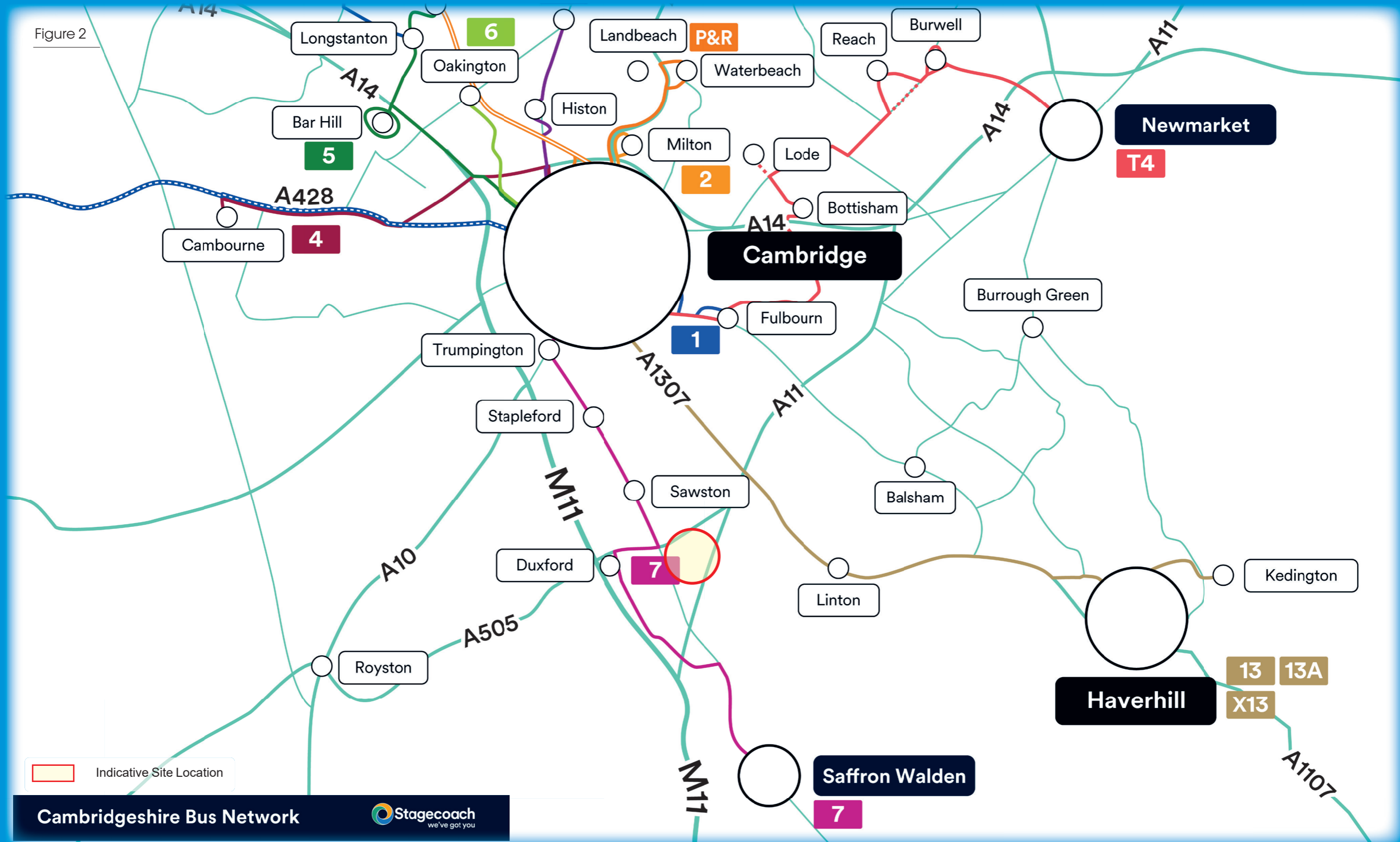
² 2024 Business Register and Employment Survey

Public Transport

Bus services to Sawston Village College already operate along the A1301, providing local connectivity to secondary education for future residents. Stagecoach Service 7 currently operates hourly between Cambridge and Saffron Walden via Ickleton and Duxford, as shown on Figure 2, and whilst not travelling past the site currently, it presents opportunities to bring public transport services into a new community in this location.

Summary

With job growth forecast to outpace housing delivery under the current Local Plan in Greater Cambridge and a significant portion occurring around the Southern Cluster Research Parks, the Site offers a strategic opportunity to help rebalance homes and employment in this area, reducing travel distances and delivering a more sustainable model for growth.



Turning Local Challenges into Strategic Advantage



Figure 3

The Site already benefits from existing walking and cycling routes to Whittlesford Parkway Station, Sawston, and major employment hubs such as the Wellcome Genome Campus immediately to the southwest. These connections provide a strong foundation for sustainable growth, but there is scope for further improvement to improve their quality and continuity.

Planned Enhancements

Upgrades in the area have already been secured through the Wellcome Genome Campus expansion consent (Ref: S/4329/18/OL), particularly around the A505 / A1301 roundabout. These upgrades include increased junction capacity via signalisation and lane widening, improved pedestrian and cycle crossing facilities, and a widened walking and cycling connection along the A505 to Whittlesford Parkway Station, as shown on Figure 3. These changes will further strengthen local connectivity and safety, with the development of the Site bringing additional improvements. Other schemes planned in the area include the Cambridge South East Transport scheme (CSET) and Sawston and Linton Greenways, all of which aim to extend sustainable access into the city from the outskirts. The Site offers the opportunity to facilitate the extension of these schemes further south and provide connections into the Wellcome Genome Campus and towards Whittlesford Parkway.

Shared Challenges, Shared Solutions

Transport constraints in the area are not specific to growth in this location; they impact all planned growth within this Local Plan and beyond. Previous studies³ highlight the need for a joined-up approach to unlocking transport capacity. All studies have highlighted the need to prioritise providing sustainable transport capacity over road capacity improvements alone, noting that solutions will require collaboration between landowners, local authorities, transport bodies, and businesses. The Site could be a key part in unlocking parts of this puzzle with the land available in the area. Key strategic transport priorities identified by the GCP, Cambridgeshire County Council (CCC) and the Cambridgeshire and Peterborough Combined Authority (CPCA) in their studies of the A505 and Whittlesford Parkway Station are shown in Figure 4.

SmithsonHill's Commitment

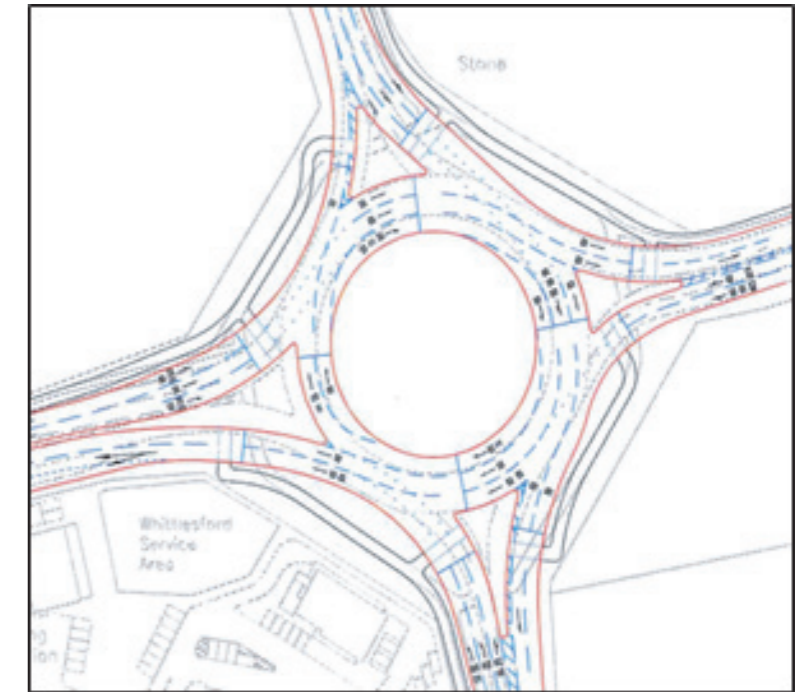
As landowners invested in the future of the area, SmithsonHill is committed to working with key stakeholders including the Greater Cambridge Shared Planning Service, GCP, CCC, CPCA and the Cambridge Growth Company to address the key transport priorities in the area including:

- Improved journey time reliability along the A505 corridor, including longer-term capacity solutions.
- Expanded networks for sustainable travel, including public transport, cycling, and walking to reduce car dependency and carbon emissions.
- Safer, more accessible options for vulnerable road users.

Turning Local Challenges into Strategic Advantage

SmithsonHill is committed to a partnership approach that targets the area's priority transport issues.

This includes local challenges such as reliability and long-term capacity on the A505; delivery of continuous walking and cycling networks; integration of sustainable modes at Whittlesford Parkway Station; and safer more accessible routes for vulnerable road users.



Enhancements to A505/A1301 Roundabout secured through Wellcome Genome Campus



Figure 4

³GCP's Whittlesford Parkway Station Masterplan, Cambridgeshire and Peterborough Combined Authority's A505 Strategic Transport Study, and Uttlesford District Council's A505 Corridor Improvement Feasibility Study



Leveraging Existing Rail for Early Delivery

The Site's strategic location close to existing employment areas and Whittlesford Parkway Station creates an immediate opportunity to deliver a sustainable new community with direct access to rail. This allows early phases at the Site to come forward quickly, leveraging its location close to an established transport hub that is already operational.

Unlike other allocations that require transport schemes which are still progressing through funding and approvals (such as CSET), Whittlesford Parkway offers connectivity and capacity not only to Cambridge but also to destinations further afield, including Stansted Airport and London, with 6-7 trains per hour throughout the day. This means the Site can support growth and sustainable travel from day one.

Making Active Travel The Everyday Choice

The proximity of the Site within a 20 minute cycle to all employment hubs in the area and located adjacent to existing infrastructure, presents a significant opportunity for people to live and work close to home, reducing the need for long distance commutes.

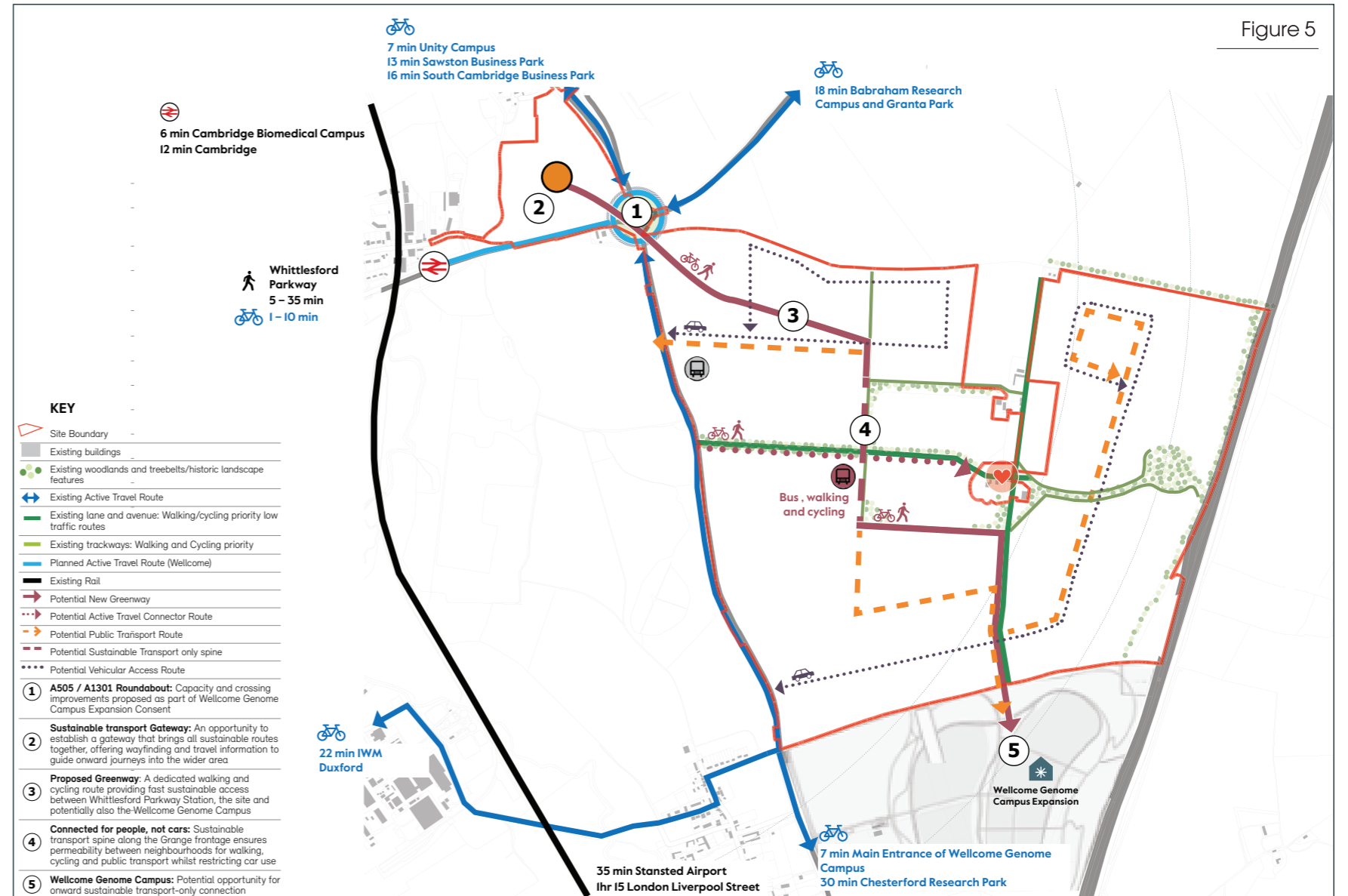
Improvements have already been secured to crossing facilities at the A1301 / A505 Roundabout as part of the Wellcome Genome Campus expansion consent, recognising there may be opportunities for further solutions depending on how growth projections materialise.

Alongside these external improvements, the Site itself will incorporate a series of measures to enhance accessibility and promote active travel, as shown in Figure 5 and referenced in parentheses, some of which include:

Places shaped by people, not vehicles - By considering the needs of everyone in the community, our approach prioritises active travel over cars, starting with pedestrians, then cyclists, followed by public transport, and finally private vehicles. Street layouts will reflect this hierarchy, creating safe, attractive, and well-connected places where walking, cycling, and sustainable travel are the easiest and most appealing choices. As shown by the routes in Figure 5, the layout will minimise crossings between strategic active travel corridors and primary vehicular routes, supporting safety and continuity in line with best practice.

Proposed Greenway - A dedicated walking and cycling route (see points 2, 3, 5 and 5 on the plan) would form the backbone of sustainable travel within the Site, providing fast and convenient access to Whittlesford Parkway Station (1, 2), across neighbourhoods (3) and, potentially, to the Wellcome Genome Campus (5). This traffic-free Greenway will prioritise walking and cycling at street crossings and serve as the primary spine for active travel. It will be supported by a network of connector routes, ensuring that every home is within a 1–2 minute cycle of a main route. The existing Hinxton Grange access will be repurposed as a pedestrian and cycle-only route, while the Site's network of existing tracks offers more opportunities to provide safe, seamless links between neighbourhoods.

Connected for people, not cars - The community would feature a sustainable transport corridor outside the Grange's parkland (4), creating a direct link between the northern and southern neighbourhoods for walking, cycling, and public transport only. Private vehicles will be required to route via the A1301, ensuring that this central corridor remains car-free. This design prioritises walking, cycling and public transport, making sustainable travel the easiest and most attractive choice for everyday journeys within the Site, while reducing reliance on cars for short trips.



Public Transport That Grows With The Site

Future public transport provision will be shaped by demand analysis, but a number of strong options have already been identified, and are shown on Figure 6:

- Create a new Service 7A to serve the new community, building on the route of the existing Stagecoach Service 7;
- Introduce a circular “stopper” shuttle connecting local destinations; or
- Provide a rapid shuttle to key external hubs beyond the site.

In the longer term, once CSET is delivered, services could extend from the planned A11 Travel Hub to the site via existing roads either through the A11 and potentially the Wellcome Genome Campus or via the A505 and A1301 as indicated in Figure 6.

Early Win

Currently, Stagecoach Service 7 runs hourly between Cambridge and Saffron Walden via Ickleton and Duxford but does not serve the A1301 corridor or the proposed community.

An immediate opportunity exists to either divert the existing route within the site or to introduce an alternating '7A' route. For example:

- On the hour: buses follow the existing route via Duxford
- On the half hour: buses divert via the A1301, linking to the new community and potentially the Wellcome Genome Campus.

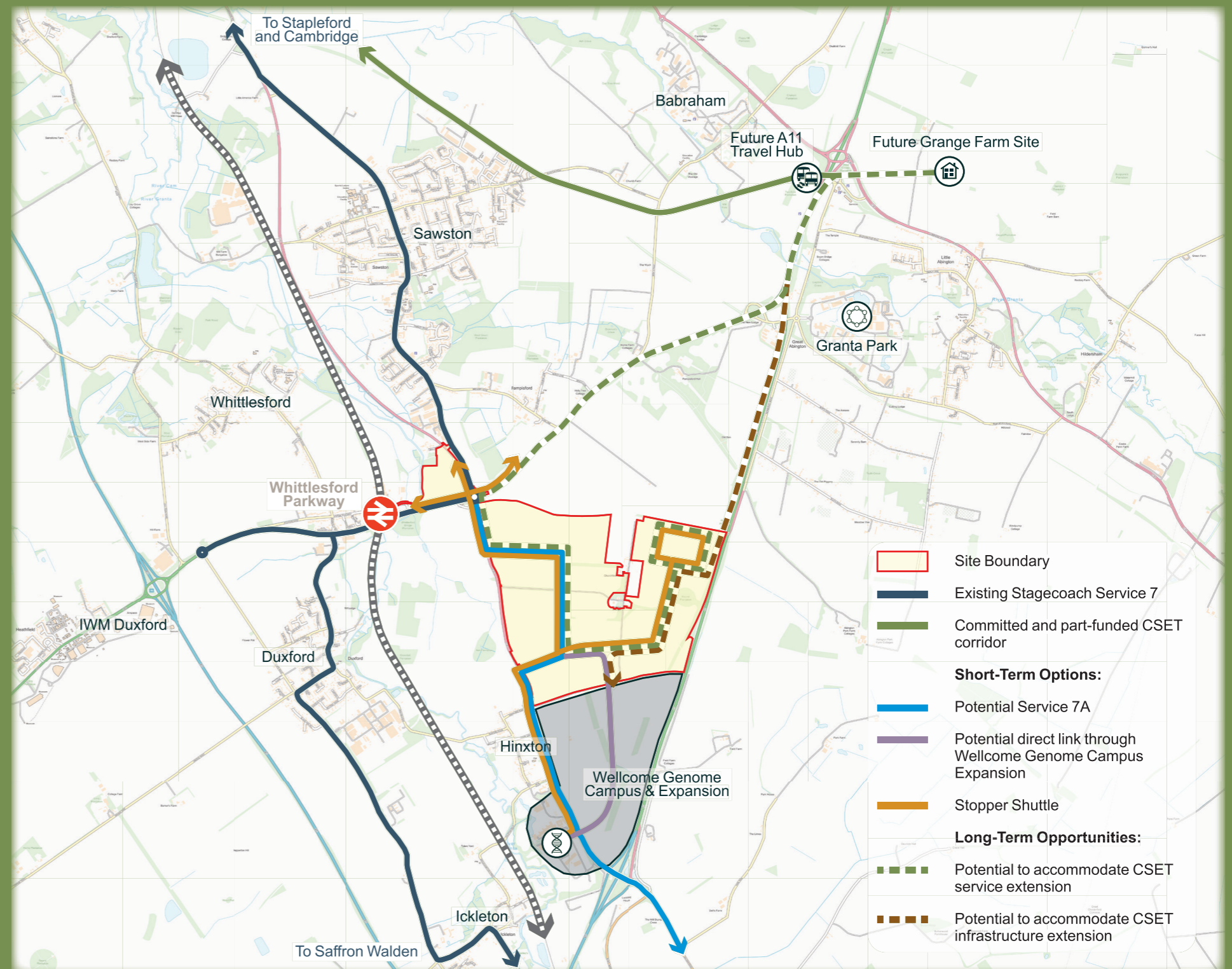
This simple change would deliver a half-hourly frequency along the shared section through Great Chesterford, Sawston, and Stapleford and direct links between the site and key local destinations on an hourly basis.

With new homes at the Site, there is an opportunity to introduce a broader range of public transport options that provide all day services, compared with the current private employment focused network. We will continue working with local bus operators to develop these proposals.

On-Site Design Moves

In addition to route adjustments, several on-site measures would be provided to support high-quality public transport within the community:

- Bus priority at site access points for smooth entry/exit to the A1301.
- Public transport streets ensuring most homes are within 400m of a bus stop.
- A sustainable spine connecting northern and southern neighbourhoods, restricting car permeability and prioritising walking, cycling, and buses.
- Enhanced bus stops with cycle parking and parcel lockers for convenience.



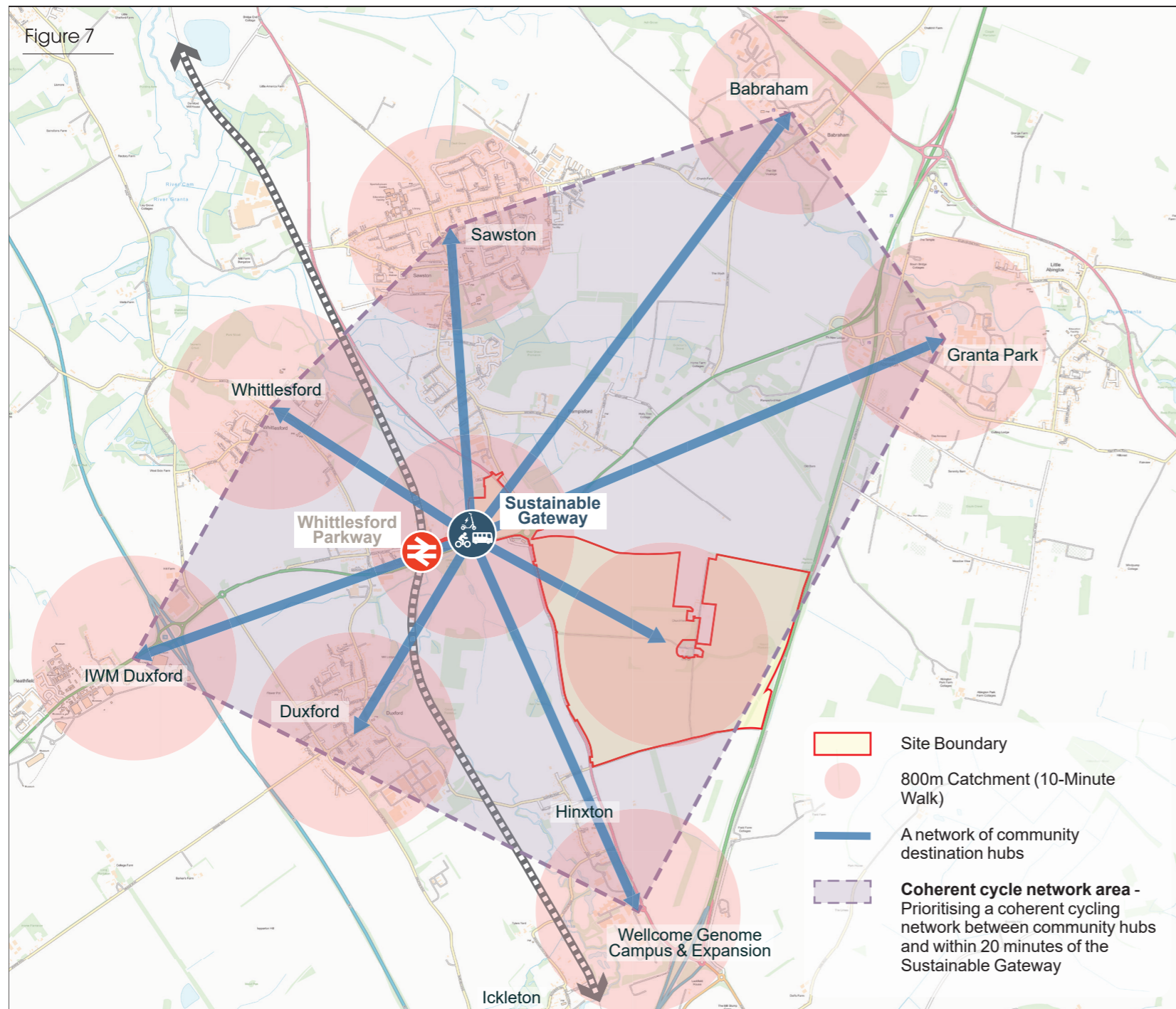
...Strategic Impact Ahead



As well as the existing strong transport credentials, the Site is well positioned to integrate with future transport schemes, notably Cambridge South East Transport (CSET).

In addition to its existing transport strengths, the site offers clear opportunities to integrate future schemes such as CSET should this be desired (see Figure 6):

- **In the short-term:** There is potential to extend CSET services from the A11 Travel Hub towards the Site via existing roads.
- **In the long-term:** The emerging concept plan has been designed so that it is flexible to accommodate a potential direct CSET link to the Wellcome Genome Campus should it be an ambition of the transport authorities, with the new community at Hinxtion strengthening the business case by generating all-day demand.



The Sustainable Gateway Opportunity

The combination of the main Site and the northern parcel (known as Rickett's Field), located north-west of the A505/A1301 junction offers a unique opportunity to create a multi-modal gateway focused on sustainable travel, rather than car-dominated infrastructure. This location is strategically positioned to integrate active travel routes, public transport services, and rail connectivity into a single, coherent gateway for the area (See Figure 7), and also with potential for supporting residential or mixed-use development helping to create an animated, well-overlooked public realm that remains active and inhabited across the day and throughout the week.

Potential Features of a Gateway and Wider Benefits

Prime Location: Within a 20-minute cycle catchment of major destinations including education, retail, leisure, and employment hubs, making it ideal as focal point for promoting short, sustainable journeys.

Integration with Whittlesford Parkway: Acts as a natural extension of the station, providing wayfinding, travel information, and onward connections for rail passengers arriving in the area.

Active Travel Priority: Acts as a focal point for walking and cycling networks, encouraging the provision of onward connectivity to the A1301 corridor, Wellcome Genome Campus, and surrounding villages with safe, direct routes.

Public Transport Connectivity: Potential to improve pick-up/drop-off for shuttle services and local bus routes in the area, creating a seamless transition between modes.

Community Hub Function: The gateway could be a catalyst for other local Community Hubs to be created, including cycle parking, e-bike charging, parcel lockers, and real-time travel information, making sustainable travel practical and attractive and connecting these areas together.

Strategic Role: It potentially strengthens the case for future investment in other sustainable transport schemes, by acting as a visible, distinctive and local focal-point for low-carbon travel.

Sustainable Access Now, Strategic Impact Ahead

The Site offers both immediate, sustainable connectivity and long-term transport resilience. With direct rail access via Whittlesford Parkway, a location within a 20-minute cycle catchment to major employment hubs, and integration with existing active travel routes, the site enables growth without waiting for future schemes.

This approach is reinforced by an on-site design that prioritises people over cars, creating a connected, walkable community where sustainable travel is the natural choice.

Early wins like enhanced existing bus services or new shuttle options deliver reliable public transport travel early, while the potential for future links to CSET and a Sustainable Travel Gateway with supporting development presents the opportunity to accelerate future infrastructure investment in the area.

Driving Connectivity, Unlocking Opportunity



The Site is uniquely positioned to build strategic momentum for a wider, low-carbon transport network from day one. Its proximity to Whittlesford Parkway Station, established active travel corridors along the A1301/A505, and nearby employment hubs enables immediate practical steps like an enhancement to Stagecoach Service 7, a dedicated Greenway, and bus-priority access that can improve public transport reliability, making sustainable choices a natural choice for a range of everyday journeys.

People at the Heart of the Movement

Within the Site, a sustainable spine and a street network would bring most homes within 400m of a bus stop, putting people, not vehicles at the heart of movement. Furthermore, the existing Hinxton Grange access and tracks within the Site present the opportunity to be repurposed to create coherent, safe cycling links between neighbourhoods.

Accelerating Tomorrow's Infrastructure

Crucially, the Site not only benefits from today's infrastructure; it presents an opportunity to accelerate tomorrow's. By delivering early, daily demand for public transport and active travel, a new community in this location strengthens the business case for future schemes, including potential CSET service extensions to improvements along the A505 corridor which would benefit the wider area.

The Site also presents the unique opportunity to explore the prospect of a Sustainable Travel Gateway at the A505/A1301 that concentrates wayfinding, cycle parking, e-mobility, and public transport interchange.

Connected to Opportunity and Designed to Scale for Growth

Within a 20-minute cycle catchment of education, retail, leisure, and major employment, plus direct rail access to Cambridge, Stansted Airport, and London, the Site presents an opportunity to form part of the foundation for improved local connectivity.

Overall, the Site presents the opportunity to unlock more sustainable growth by virtue of where it is, complementing other sites in the area. It is connected now, has transport opportunities that are designed to scale upwards with growth, and provides homes within striking distance of a huge range of employment opportunities. By prioritising active travel, integrating flexible bus options, and leveraging rail from day one, the Site will help drive improved connectivity and unlock opportunity for the wider area. Allocating the Site supports the NPPF's vision-led approach by focusing growth in a well-connected, sustainable location that can deliver both early wins and contribute to the long-term spatial strategy, and that is guided by an integrated transport-and-place vision within the rapidly expanding Southern Cluster Research Parks.

