By email to Leanne.palmer@planninginspectorate.gov.uk

14th May 2019

Dear Ms Palmer,

Planning Appeal Reference: APP/W0530/W/18/3210008
Planning Application Reference: S/4099/17/OL

1. I am writing as a resident of Hinxton in opposition to the proposed Smithson Hill scheme (reference above).

2. Further to my original representation dated 26th January 2018 to the planning application, I would like to re-submit my comments relating to the uncommercial parking ratios proposed and provide some further anecdotal traffic data. There are many other issues with the application (environmental aspects and the fact that such a large scheme should be assessed through a local plan process), but I would particularly like to speak at the Inquiry in relation to my concerns over the unrealistic parking ratios and the reality of existing highway capacity.

Uncommercial Proposed Parking Ratios

3. The Head of National Capital Markets at CBRE (the world's largest commercial real estate services and investment firm) provided the comments below, referring to the schedule in Appendix 1 of this representation which provides comparable car parking ratios, both around Cambridge and in the South-East of the UK.

"Attached are the main business parks in Cambridge and the SE with their car parking ratios.

Generally if the car parking ratio is worse than 1:300 sq ft this will have a material effect on the lettability of any business park. This will have a knock on effect on whether any institutional money will be attracted. Cambridge Bio-med park for example has a worse car parking ratio but is in reality a City centre location- people can walk, cycle and use public transport to get to work.

The scheme you are referring to being a number of miles outside Cambridge will not attract occupiers unless people can drive there. The public transport is just not good enough. Business parks can't hinder themselves with not having enough car parking, they are under threat from younger talent wanting to be located in City Centres where there is more of a sense of place/destination. There are enough other challenges in terms of place making/ critical mass/viability of ancillary uses (cafes, Gymns etc) without car parking being an issue.

I think you can take comfort that no other science/business parks have been developed out with that car parking ratio in a non City centre location. There is also a move for occupiers to use their space more efficiently which is driving down density ratios to 1:100/150 sq ft. If companies cannot get staff to the park they simply will not relocate there.

For the above reasons I am almost certain that no institutional money will come forward for a scheme with such a restricted car parking ratio." [Note: comments based on 1 space per 2 employees or 58 sq m]

4. Another Cambridge agent made the following comments:

"Parking at a ratio of 1:58 sq m on the GFA [Gross Floor Area] will put SmithsonHill at a significant disadvantage to competing land.

Looking at the parks around:

Granta Park – The remaining development land has a ratio of 1:30 on the GFA
Cambridge Research Park – The undeveloped land has a ratio of 1:25 on the GFA.
Chesterford Research Park – The plots have ratios of 1:30 on the GFA.
Cambridge Science Park – The new consents are coming through with ratios of 1:30/1:40 on the GFA.
Peterhouse Technology Park – ARM achieved 1:30 sq m GFA on the new buildings.

Experience of letting schemes that are not in central Cambridge is that parking is essential. The more spaces that occupiers can secure, the more attractive the property. Once parking ratios hit 1 :40 sq m then letting becomes very difficult. This is particularly relevant to schemes that do not sit on public transport hubs. SmithsonHill very much falls into that category.

A parking ratio at the sort of levels being put forward at Smithson Hill will make the scheme unlettable and therefore unfundable. The exception will be to very low employment density occupiers such as distribution type occupiers or datacentres etc."

5. The risk is that the scheme is approved on the basis of an unachievable parking standard, which is required to try to reduce the highways impact. In due course further parking will then be required to attract tenants and in the interim cars will 'fly park' in surrounding villages.

6. The application and traffic must be analysed based on a viable parking ratio.

Baseline Data - Queue Counts

7. My family have recorded the queues north on the A1301 to the A505 McDonalds roundabout over the past year. In terms of anecdotal evidence, we have actually changed our travel patterns over the past year due to the traffic issue. Up until 12 months ago, we were leaving home around 7.30 to get to a school in Cambridge for 8.15. However the traffic has become progressively worse on the A1301, which delays us reaching Cambridge, such that a journey that takes 20 minutes in the middle of the day, will now take over 45 minutes in the morning peak. We therefore now leave at 7.10am to avoid the queues to ensure we arrive before 8.15am! This is one real example of how the traffic already affects the daily lives of those living in and around Hinxton.

Queues Northbound at A1301/A505 roundabout – AM Peak

Date	Day	Time	Number of cars	Waiting time (mins)
16/01/2018	Tues	07:10	1	0
23/01/2018	Tues	07:15	4	0
11/01/2018	Thurs	07:30	6	3
17/01/2018	Weds	07:30	13	3
17/01/2018	Weds	08:46	54	N/A - going opp direction
25/01/2018	Thurs	07:30	9	2
18/01/2018	Thurs	07:35	32	10
24/01/2018	Weds	07:35	10	3
19/01/2018	Fri	07:36	15	3
15/01/2018	Mon	09:15	11	2
22/01/2018	Mon	09:15	16	3
23/01/2018	Tue	09:20	28	4
		Average	**16.6**	
Note: From Feb 2018 leaving earlier at 7am to avoid traffic at McDonalds roundabout.				
07/11/2018	Weds	09:00	68	
14/11/2018	Weds	08:10	72	
12/12/2018	Weds	08:10	50	
16/01/2019	Weds	08:15	102	
		Average	**73.0**	
				-

Results:

8. An average of 16 cars recorded in January 2018 travelling generally before the main rush, but some very significant queues recorded during the peak rush period in Winter 2018 – ranging from 50-102 cars – see photos below.

Queues Northbound at A1301/A505 roundabout – PM Peak

Date	Day	Time	Number of cars	Comments
10/01/2018	Weds	16:25	64	
15/01/2018	Mon	15:40	15	
24/01/2018	Weds	16:25	43	
12/01/2018	Fri	16:30	9	
18/01/2018	Thurs	16:40	25	
19/01/2018	Fri	16:45	54	
22/01/2018	Mon	17:00	16	

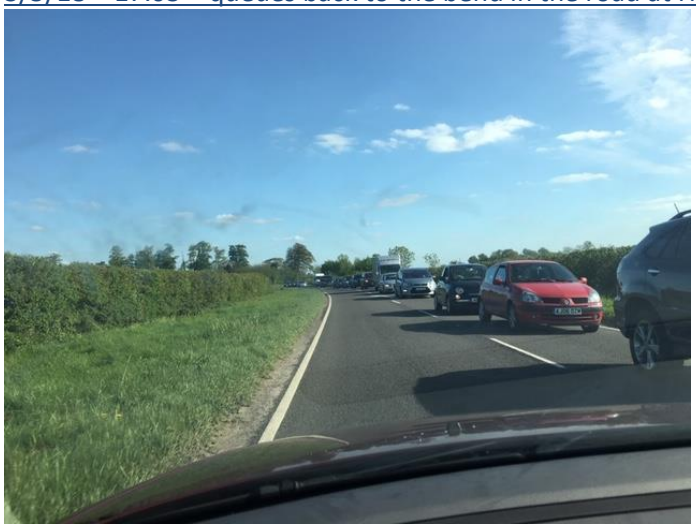
23/01/2018	Tues	17:10	62	
17/01/2018	Weds	17:20	43	
25/01/2018	Thurs	17:51	30	
16/10/2018	Tues	17:53	65	Cars turning
17/10/2018	Weds	16:48	44	
18/10/2018	Thurs	16:40	58	
24/10/2018	Weds	17:50	77	2 cars turning
25/10/2018	Thurs	17:30	30	
31/10/2018	Weds	16:25	83	
07/11/2018	Weds	16:45	48	
08/11/2018	Thurs	17:45	49	
09/11/2018	Fri	16:45	55	
09/11/2018	Fri	17:20	22	
12/11/2018	Mon	17:25	22	
13/11/2018	Tues	17:10	19	
23/11/2018	Fri	17:35	52	
28/11/2018	Weds	17:35	40	
03/12/2018	Mon	16:50	41	
04/12/2018	Tues	16:20	27	
05/12/2018	Weds	16:45	54	
14/12/2018	Fri	16:24	79	
15/01/2019	Tues	17:24	58	
16/01/2019	Weds	17:18	40	
21/01/2019	Mon	17:04	21	
23/01/2019	Weds	16:18	35	
25/01/2019	Fri	17:24	55	
31/01/2019	Thurs	16:41	51	
		Average	**43.7**	

9. **Results**: Consistent queues across a wide range of PM peak times (4pm-6pm) with an average of 44 cars recorded – see photos below. Please note we have not just picked the days with the longest queues – these include the 'good days'.

10. The photos below illustrate the queues all year round, morning and evening:

10/1/18 – 8.48am – queues back to the bend in the road at Hinxton Grange (c.60 cars)

3/5/18 – 17.03 – queues back to the bend in the road at Hinxton Grange (c.70 cars)



8/5/18 – 08:31 – queues back to the beyond Hinxton Grange gates (over 100 cars)

8/5/18 – 08:31 – as above – showing distance to roundabout

16/5/18 – 17:52 – queues to Hinxton Grange bend – c.50 cars

18/5/18 – 17:54 – queues to Hinxton Grange bend – c.60 cars

14/6/18 – 17:14 – queues to beyond Hinxton Grange gates – over 100 cars

28/6/18 – 16:58 – queues to Hinxton Grange bend – c.80 cars

28/9/18 – 17:21 – queue back to well beyond Hinxton Grange gates – over 100 cars

28/9/18 – 17:21 – as above – end of queue near Hinxton village

16/10/18 – 17:53 – queue back to Hinxton Grange bend (64 cars) – cars turning on hazardous bend to avoid queue

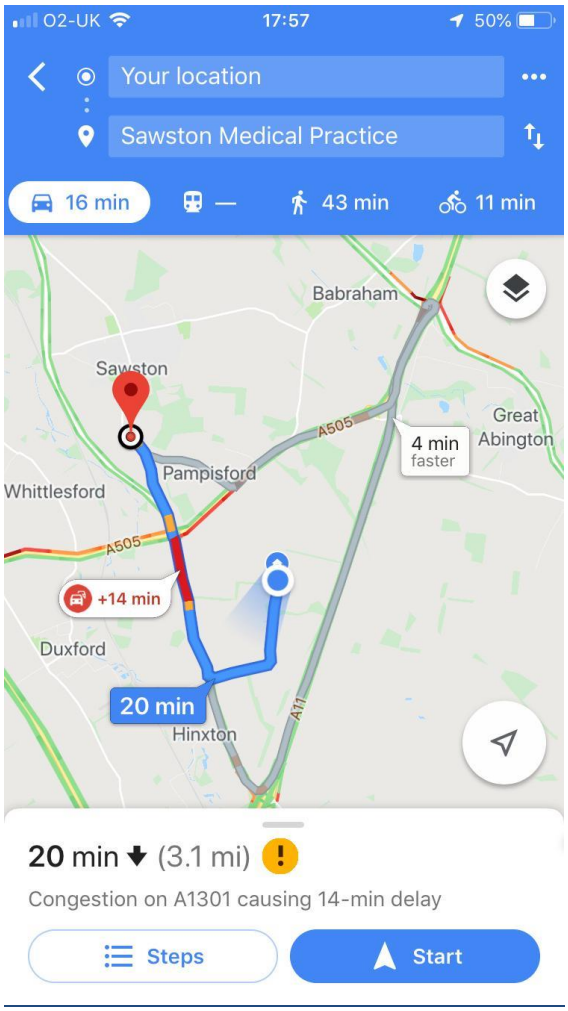
31/10/18 – 16:25 – queue back to Hinxton Grange bend (83 cars)

16/1/19 – 08.12 – cars queueing back beyond Hinxton Grange gates – over 100 cars

16/1/19 – 08.46 – cars queueing all the way back to North End Road, Hinxton – c. 200 cars

The Impact of Highway Congestion – Satnavs Route Planning

1. **Googlemaps Route to Sawston Medical Practice – 17.57, Monday 28th January 2019.**



Demonstrates:

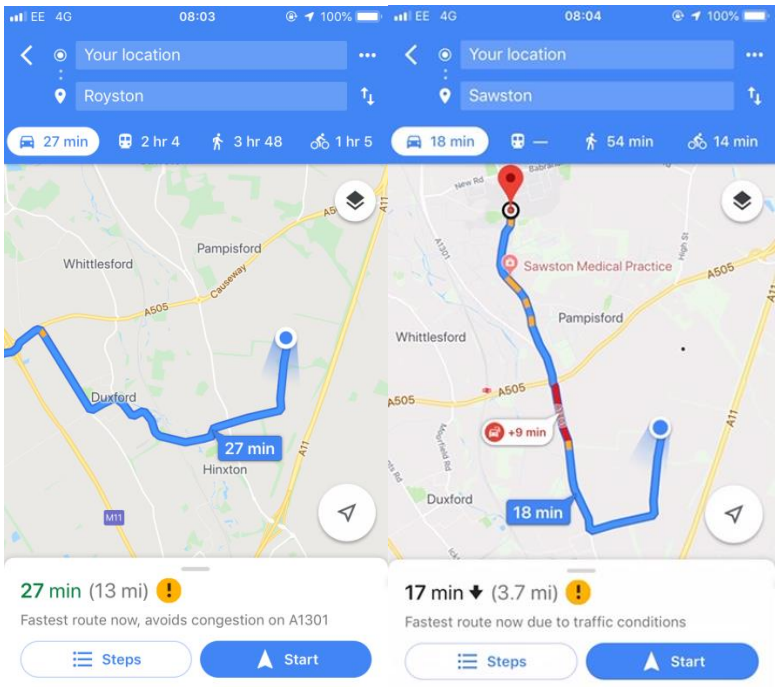
1. There is a 14 minute wait to get the roundabout (and queueing times are invariably underestimated by googlemaps).
2. The recommended route is to go south away from Sawston, past the Genome campus, up the A11, around the A1307 roundabout, back onto the A505 and then to cut through the village of Pampisford to avoid the congested McDonalds roundabout. This would save 4 minutes (assuming the queue time is correct).
3. The route is 9 miles - 3 times further than the most direct route via the A1301 McDonalds roundabout.

Conclusion:

This example neatly evidences the highway issues we are already contending with:

1. Massive congestion at the A1301/A505 roundabout causing major disruption to our lives.
2. Rat-running through the villages – in this case Pampisford. This issue has been made worse but the now almost universal use of satnavs or apps likes Googlemaps or Waze.
3. There is a significant environmental impact of having to drive 3 times as far to try to beat the queues.

2. Googlemaps Route to Royston – 08:03, Monday 4th March 2019.



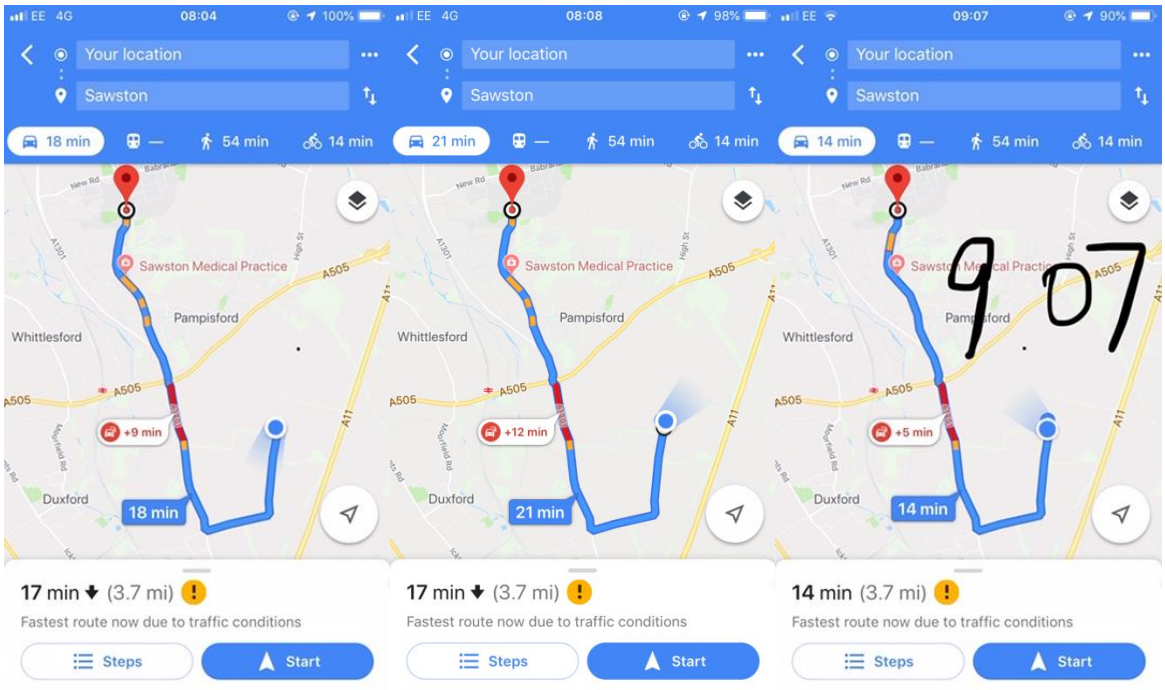
Demonstrates:

1. To try to demonstrate the issues, I checked googlemaps on the morning of writing this representation (4th February 2019), and at 8.03am there was a forecast 9 minute queue to the A1301/A505 McDonalds roundabout (right hand image).
2. To make a trip west on the A505 (e.g. to Royston), Googlemaps was recommending cutting through Hinxton and Duxford. Note, the comment on the route states "**Fastest route now, avoids congestion on the A1301**".

Conclusion:

This example evidences shows why there is such an issue already with rat-running (at hazardous speeds) through the villages. Such a massive park as proposed by Smithson Hill will cause this to be even worse.

3. **Googlemaps Route to Sawston – 8-9am, Monday 4th March 2019.**



Demonstrates:

1. Again on googlemaps only this morning, the delays to the roundabout commence at around 7.20am, with a 12 minute delay (noting googlemaps general underestimates lengths) at around 8am and continuing through to there still being a 5 minute delay at 9.07am.

Conclusion:

These delays are not a problem for half an hour, but last for around 2 hours every weekday morning and evening.

Overall Highways Summary

- Smithson Hill propose a very ambitious parking ratio due to the already overstretched highway network particularly because of the scale of the proposal and the co-ordination that would be required across a number of occupiers on the park. With such a strained highway network, the council should not be accepting a plan that relies on such ambitious assumptions.

- In my view, no development on this scale should take place until there is full access to the M11 at junction 9 and the A505 has been widened to be a dual-carriageway. Without the improvements, there will be huge queues on the A1301 (and A505, M11) as well as even more rat-running through the villages.

- The proposals will also increase the risk of accidents with cars turning around in dangerous locations on the A1301 and cars driving at speed through the villages.

- There is an environmental impact, not just from queueing, but also from satnavs directing drivers to take much longer routes to avoid the congestion.

- These are ‘severe’ consequences in the context of Paragraph 109 of the NPPF.

We strongly urge the inspector to refuse the application.

Yours sincerely

Rupert Kirby
Hinxton Court
Hinxton
CB10 1RG

Appendix 1 - Science & Technology Park – Parking Ratios

Science / Technology Business Park

CBRE

Town	Address	Parking Ratio
Milton Keynes	Cranfield University Technology Park	1:189 sq ft
Cambridge	Chesterford Research Park	c. 1:350 sq ft
Cambridge	Abcam Building, Cambridge Biomedical Campus	1:694 sq ft
Oxford	Oxfam HQ, Oxford Business Park	1:283 sq ft
Oxford	Sherard Building, Oxford Science Park	1:255 sq ft
Cranfield	Cranfield University Technology Park, University Way	1:194 sq ft
Oxford	Building 9600, Oxford Business Park	1:239 sq ft
Cambridge	310 Cambridge Science Park	1:337 sq ft
Cambridge	Cambourne Business Park Phase 1000	1:221 sq ft

General South East Business Park

Town	Address	Parking Ratio
Farnborough	Farnborough Business Park	1:260 sq ft
Basingstoke	Chineham Business Park	1:210 sq ft
Luton	Capability Green	1:180 sqft
Watford	Croxley Park	1:335 sq ft
Heathrow	Bedfont Lakes	1:221 sq ft
Reading	Winnersh Triangle	1:246 sq ft
Uxbridge	Uxbridge Business Park	1:364 sq ft
Heathrow	Stockley Park	1:367 sq ft
Reading	Green Park	1:350 sq ft

Appendix 2 – TRICS Traffic Forecasts for Business Parks

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
VEHICLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 100000 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	8	32190	0.588	587.536	8	32190	0.115	115.333	8	32190	0.703	702.869
08:00 - 09:00	**8**	**32190**	**1.382**	**1381.662**	8	32190	0.193	192.998	**8**	**32190**	**1.575**	**1574.660**
09:00 - 10:00	8	32190	0.675	675.298	8	32190	0.219	219.404	8	32190	0.894	894.702
10:00 - 11:00	8	32190	0.218	217.851	8	32190	0.168	167.757	8	32190	0.386	385.608
11:00 - 12:00	8	32190	0.273	272.604	8	32190	0.240	240.373	8	32190	0.513	512.977
12:00 - 13:00	8	32190	0.295	294.739	8	32190	0.395	394.539	8	32190	0.690	689.278
13:00 - 14:00	8	32190	0.350	350.269	8	32190	0.352	352.211	8	32190	0.702	702.480
14:00 - 15:00	8	32190	0.228	227.559	8	32190	0.288	287.749	8	32190	0.516	515.308
15:00 - 16:00	8	32190	0.223	222.899	8	32190	0.398	398.422	8	32190	0.621	621.321
16:00 - 17:00	8	32190	0.250	250.082	8	32190	0.791	791.019	8	32190	1.041	1041.101
17:00 - 18:00	8	32190	0.150	149.505	**8**	**32190**	**1.118**	**1117.989**	8	32190	1.268	1267.494
18:00 - 19:00	7	35474	0.067	67.253	7	35474	0.373	373.315	7	35474	0.440	440.568
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			4.699	4697.257			4.650	4651.109			9.349	9348.366

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	5000 - 77513 (units: sqm)
Survey date date range:	01/01/08 - 25/06/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.