

Rupert Kirby

From: Rupert Kirby <rupert@longbeachestates.co.uk>
Sent: 03 July 2019 11:18
To: 'Exton Sophie'
Subject: RE: APP/W0530/W/18/3210008 Hinxton: Further Rebuttal Evidence of Rupert Lyons
Attachments: IMG_0487.png; IMG_0488.png; IMG_0482.jpg; IMG_0481.jpg; IMG_0480.jpg

Dear Sophie,

Thank you for the site visit plan. I would like to join the walking section from Hinxton Grange to Whittlesford Parkway, so I can point out where the queues stretch back to, such as those in the photos attached from the c.100 car queue this morning (Wednesday 3rd July), 8am-8.30am. I could not see an issue on the M11 so do not think this was caused by a random event as referred to by Mr Lyons. I would like to show the position on the corner at Hinxton Grange where cars turn around, such as the tractor in the attached photos that did a U-turn on the corner (photo 481 to 482). The attached also show that trips west to the A505 were being routed through the villages of Hinxton and Duxford.

Do you have a timetable for that section of the inspection so I can meet the inspector at Hinxton Grange?

Kind regards
Rupert

Rupert Kirby
07799 343407

From: Exton Sophie [mailto:Sophie.Exton@LGSSLaw.co.uk]
Sent: 02 July 2019 14:08
To: 'Rupert Kirby'
Subject: RE: APP/W0530/W/18/3210008 Hinxton: Further Rebuttal Evidence of Rupert Lyons

Dear Rupert,

Thank you for your email and I acknowledge receipt. I will arrange for a copy to be provided to both parties and the inspector.

Please also find attached the itinerary for the site visit for your kind attention.

Kind Regards,

Sophie Exton
Solicitor - Litigation



Mob: 07876 843980

Lawyers for the Public and NfP Sectors

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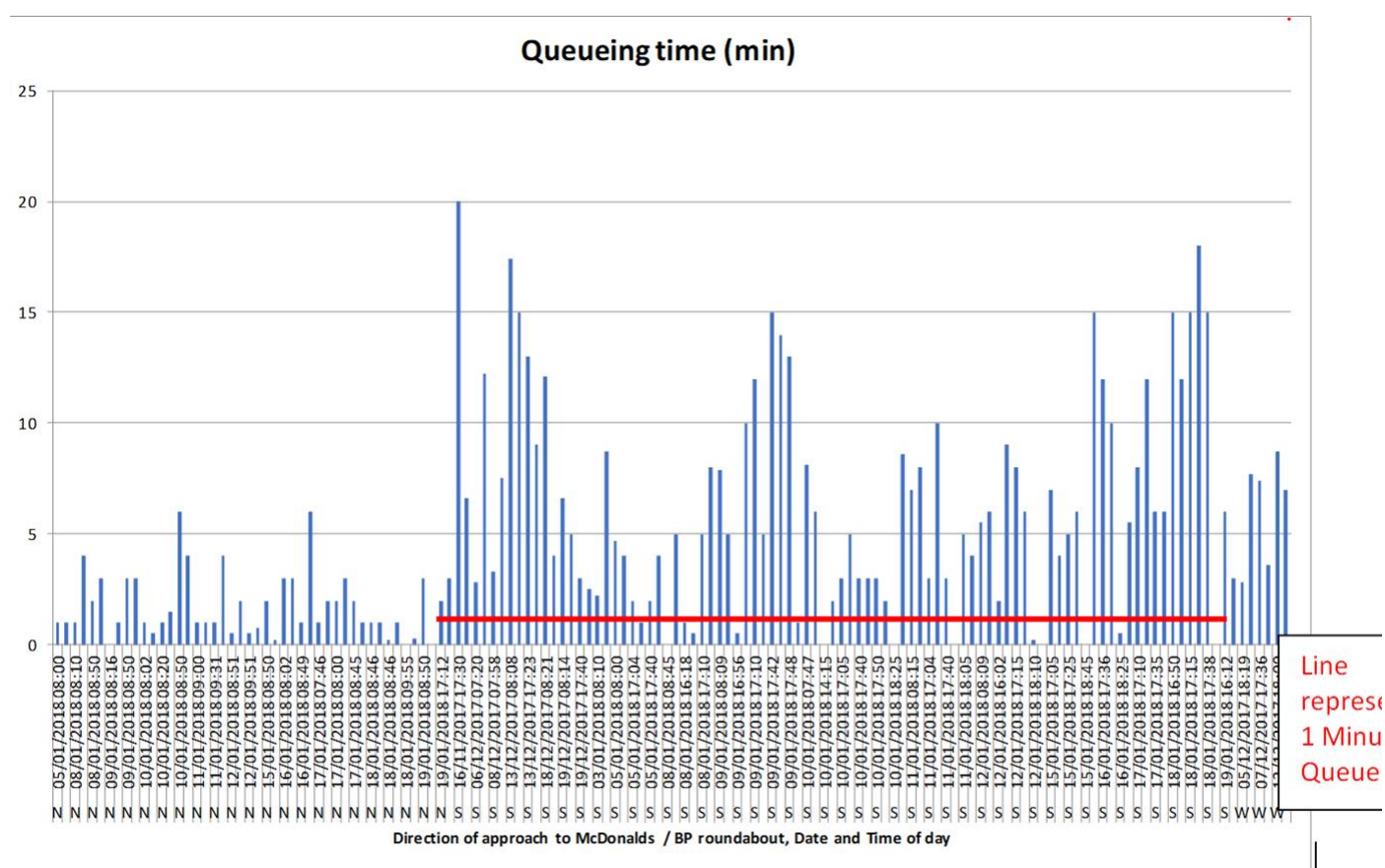
From: Rupert Kirby [mailto:rupert@longbeachestates.co.uk]
Sent: 02 July 2019 13:12
To: Exton Sophie <Sophie.Exton@LGSSLaw.co.uk>
Subject: RE: APP/W0530/W/18/3210008 Hinxton: Further Rebuttal Evidence of Rupert Lyons

Dear Sophie,

In relation to the Further Rebuttal Proof of Evidence provided by Rupert Lyons, reference APP 7.5, I would like to make the following comments:

Para 2.4 suggests the data collected by the Parish Council includes data for the southern, northern and western approaches to the McDonalds roundabout. This is correct and the lines I had drawn to compare the queues to those in the baseline analysis should not therefore have been drawn across the whole graph. I have amended this in the attached document and extracted the first graph from Figure 1 below. It is helpful that Mr Lyons has pointed this out, as drawing the line across only the southern data evidences the extent of the problem being on the southern approach.

It should also be noted that the data I previously provided in representations to the planning application and appeal, which was collected by me and my family, is completely clear that it is solely focussed on the approach from the south and shows consistently long queues. The representations are attached for ease of reference.



Para 2.5 – the parish council’s data was compiled by contributions from many concerned local residents, hence it shows a wide cross section of times, rather than a “random selection”. In his previous proof (APP 7.4) and again in this one, Mr Lyons slightly patronisingly suggests it is difficult to count a queue when you are in it, but I can confirm and reassure the inspector that only occasionally were queues short enough for us to count the cars whilst we were in them. Generally, queues were counted going slowly in the opposite direction. In relation to the Parish Council

data, one member of the council undertook a significant number of the journeys as a research exercise, where he would queue up to the roundabout to time the delay heading northbound, before going all the way round and counting the cars on the way back to Hinxton. The 'time' and 'count' are therefore 5-15 minutes apart, but give a good approximation of the queue count versus time spent queuing. We would therefore respectfully suggest that this is a much more diverse and robust evidence base than that provided in the baseline data by counting the queue on a single day.

Para 2.8 – Whilst it is interesting to note that the data on 16 January 2019 may in part be due to an accident on the M11, there are so many days when there are over 40 cars (4 times that quoted in the traffic analysis), that one must assume they can't all be random events. Indeed, if there are so many random events, surely this supports the argument for a long term traffic study of the roundabout, rather than just assuming that a one day count is reliable enough to base the whole traffic analysis on?

Para 2.11 – Mr Lyons seems to suggest that the repercussions of the baseline data being understated would be that the "existing highway network would be under even greater stress" meaning there is "greater benefit from the proposed off site highway works". Although I have not focussed on the off-site works, Councillor Orgee and others have made very cogent arguments stating that the community does not believe these will work, and indeed they are likely to have knock-on consequences elsewhere on the network, as the A505 is stopped with traffic lights. The community's view is that we currently have a major traffic problem and it is acknowledged that the network is at, or over, capacity. We need the current issue to be addressed without the spurious argument that we can add another c.4,000 predominantly car commuters to the problem and then try and mitigate the increased traffic.

Paras 2.16-2.18 – Mr Lyons appears to be basing a very significant amount of reliance on the opportunity to emulate the Wellcome Trust's travel plan. I have made comments already about the comparison with the Genome Campus and the ease, and subsidised basis, of their bus scheme compared to the commuting journey proposed by Smithson Hill.

Para 2.19 – Mr Lyons suggests Mr Sadler has commented on the low parking ratio. Please can you tell me whether he has submitted a further proof of evidence, as I have not seen specific comment on car parking ratios within his evidence? In fact in his original proof of evidence, car parking is conspicuous by its absence, which is surprising when it is so key to a business park's success. This includes no mention of parking in the description of the scheme, albeit it does state "*the balance of accommodation types will need to be responsive to occupier interest, specific requirements and market conditions*". I would suggest that this caveat over amending the types of accommodation will also apply to the levels of car parking needing to "respond" to occupier's "specific requirements".

Para 2.20 - In relation to the proposed exceptionally low parking ratio, I have recently been advised about an interesting parallel at the Anglia Ruskin University Campus, in Chelmsford city centre. Based on a similar environmental/sustainability aim, parking has been restricted across the campus. It is worth noting that the campus is 0.6 miles from Chelmsford Rail Station, which has considerably more rail services than Whittlesford Parkway and the site is well served by buses. The walk is equivalent to only 11 minutes, around a third of the distance from the station compared to Smithson Hill.

The Campus includes the Anglia Ruskin Business Innovation Centre for Medical and Advanced Engineering (The MedBIC"). The address is

Anglia Ruskin University | The MedBIC
Alan Cherry Drive | Chelmsford | CM1 1SQ

Their website states "*The MedBIC is committed to supporting and encouraging innovative fledgling businesses in the medical technology and advanced engineering sectors. Acting as a hub, our purpose is to assist in the growth of startup and early-stage companies by offering high quality office space, access to lab facilities and business support in a professional, modern and progressive environment.*" This would seem to be a similar type of start-up/incubator type facility proposed by Smithson Hill in Hinxton.

I have included below the wording of an email dated 20th March 2019 from the Manager of the MedBIC building the Research & Innovation Development Office (RIDO):

“As you are aware car parking at The MedBIC and across our university campus has been quite limited with businesses only getting 1 car parking permit per business unit. After many months (years!!) of negotiation it has been agreed that we can now formally offer occupants additional parking permits for individual members of staff should they require them.”

I understand lettings at the MedBIC have been slow as a result of the limited parking (hence the release of more parking and the tone of the Manager's email) and crucially people were fly parking all along Essex Regiment Way and partially down Alan Cherry Drive, both of which have now been subject to Traffic Regulation Orders and double yellowed.

This is a pertinent example that illustrates that despite the site being well connected and in a town centre, people still like to drive to work. Smithson Hill's location is much less well connected and it's sustainability must be assessed on the basis that it is a car destination.

Para 2.21 – In relation to the low car parking provision and the control of fly parking, how would this be controlled on Titchbault Road, which is owned by the Wellcome Trust and would not be subject to County Council control?

I would be grateful if you could acknowledge receipt of this email and trust that these further points will be considered by the Inspector.

I would also be grateful if you could provide details of the site visit planned for Thursday as I would like to attend if possible.

Kind regards
Rupert

Rupert Kirby
07799 343407

From: Exton Sophie [<mailto:Sophie.Exton@LGSSLaw.co.uk>]
Sent: 02 July 2019 09:23
To: 'Rupert Kirby'
Subject: RE: APP/W0530/W/18/3210008 Hinxtion: Further Rebuttal Evidence of Rupert Lyons

Dear Rupert,

Further to the below, I wonder if you could confirm whether you are attending today? As this would be your opportunity to put forward any questions to Rupert Lyons when he gives evidence?

Did you wish to say anything further than what was already in your email below?

Kind Regards,

Sophie Exton
Solicitor - Litigation



Mob: 07876 843980

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From: Rupert Kirby [<mailto:rupert@longbeachestates.co.uk>]
Sent: 28 June 2019 17:02
To: Exton Sophie <Sophie.Exton@LGSSLaw.co.uk>
Subject: FW: APP/W0530/W/18/3210008 Hinxtton: Further Rebuttal Evidence of Rupert Lyons

From: Rupert Kirby [<mailto:rupert@email.com>]
Sent: 28 June 2019 16:32
To: 'Exton Sophie'
Subject: FW: APP/W0530/W/18/3210008 Hinxtton: Further Rebuttal Evidence of Rupert Lyons

Dear Sophie,

I have been sent the attached document which is a further highways rebuttal. I would like to provide an explanation of some of the points to explain mine and the Parish Council's data. Please can you confirm that I am able to submit a brief response to address the areas where Mr Lyons indicates the evidence is confused?

Whilst I was giving evidence at the inquiry, the inspector asked if current conditions reflected the norm and I replied that traffic levels would be likely to be lower due a combination of people being on holiday and good weather meaning more people may walk or cycle than in winter, as well as traffic generally moving freer than in dark/wet weather. It has become clear over the past week or two that this is very much the case and the traffic is significantly reduced at the moment. Many people are clearly on holiday, seeking to avoid the school holiday period. That said, some schools break up this week, and universities have finished. The holiday traffic was evident on the A11 last Friday where there were very long queues heading to Norfolk and the coast. Unfortunately as a result, if the inspector undertakes his inspections at the present time, he will not see the reality of the situation that occurs most of the year.

I look forward to hearing from you regarding the evidence.

Kind regards
Rupert

From: Hayley Richardson [<mailto:hayley.richardson@torltd.co.uk>]
Sent: 25 June 2019 15:28
Subject: APP/W0530/W/18/3210008 Hinxtton: Further Rebuttal Evidence of Rupert Lyons

Dear Sir / Madam,

Please find attached some further rebuttal evidence (APP7.5) from Rupert Lyons in response to evidence presented by Rupert Kirby, Aureole Wragg, Sian Wombwell, and Tony Orgee last Tuesday, 18 June.

You are being sent this as either you or a member of your Parish Council presented the evidence at the planning inquiry.

Kind regards

Hayley

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Hayley Richardson
Planner

Telephone: 020 3664 6755

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