

Who are you

Mandatory fields are in bold

Title

Prof.

Appendix 3

Forename / Initial (optional)

William

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CB10 1QY

Your ref no: NKWKTBHT

Comment Details

Please enter the planning reference number

S/0350/19/FL

Please tell us the address of the application you are commenting on

A505 proposed car dealership Whittlesford Parkway

Commenter Type (optional)

Nature of comment (optional)

Please limit your comments to 2 paragraphs. For longer representations please add as attachments.

Please ensure that no personal details (for example names, phone numbers) are included in your comment. For advice and guidance on how to compile your comment please visit our [website](#).

You can also add photos and any other relevant documents.

Your comments

I attach the comments of Hinxton Parish Council in my capacity as its Chair

UPLOAD FILE(S)

Duxford
garage

-

submitted.docx

Your ref no: NKWKTBHT

Declaration

Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.

Open a read only view of the answers you have given (this will open in a new window)

Please note the preview of your PDF may not work with some browsers. We are working with our suppliers to resolve this issue. You will be emailed a copy of your form once it has been submitted.

Declaration

Please tick the box below to confirm that the information you have provided on the form is accurate, and then click submit to send us your comment.

Please note that your comment may take up to three working days to show on our website.

I declare that the information I have provided on this form is accurate

Hinxton Parish Council's objections to Application S/0350/19/FL: Porsche/Aston Martin dealership on A505

Hinxton Parish Council wishes to register its objections to the application to build car dealership showrooms and servicing workshops on the south side of the A505 close to Whittlesford Parkway. The development would have an unacceptable and unmitigated impact on the landscape and on traffic.

Landscape

The proposal would be contrary to the SCDC's recently adopted Local Plan, Policy NH/2 'Protecting and Enhancing Landscape Character', in which it is stated *'Development will only be permitted where it respects and retains, or enhances the local character and distinctiveness of the local landscape and of the individual National Character Area in which it is located'*.

The proposed site is currently a gently sloping field of good (Grade 3a) arable which forms part of an open bowl of farming land between Whittlesford Parkway, Duxford village and Duxford airfield and is visible for a considerable distance. It is proposed to erect two large, warehouse-sized buildings 8m in height, surrounded by over 300 car-park spaces. The buildings would be intentionally ostentatious with substantial signage and lighting at night for advertising purposes. Much of the attraction of the site to the developer is precisely that the buildings would not 'enhance' but would stand out from an otherwise unspoilt rural landscape.

In expressing our opposition we cannot do better than quote from the rejection in November 2017 by South Cambridgeshire District Council of application S/2777/17/OL, which was for 'up to 20' domestic dwellings at Royston Road, Whittlesford, literally just across the A505, perhaps 20 metres from the proposed dealership site. The rejection decision said that the development would be 'an alien feature in an otherwise open, gently undulating rural landscape of the Chalklands Landscape Character area' and would 'have an unacceptable adverse visual impact on the local rural character...'. (Decision letter, Reason 1)¹.

This 'gently undulating rural landscape' is of significance over a wide area, being an important feature of both the major east-west route of the A505 and the north-south route between Cambridge and Saffron Walden. It is of particular importance in defining the identities of the nearby villages. The proposal would have a cumulatively degrading impact. This is because, by extending commercial buildings further west from the existing buildings of Welch's Transport and Volvo and into open farmland, it would facilitate future development of a strip of such premises for the remaining kilometre to Junction 10 on the M11, permanently blighting an attractive aspect of southern approaches to Cambridge.

Traffic

The proposal would be contrary to the newly adopted Local Plan Policy T1/2 which states that: '3. *Developers will be required to demonstrate they will make adequate provision to mitigate the likely impacts (including cumulative impacts) of their proposal...*'. The traffic analysis in this application is wholly inadequate, given that the proposed site is positioned on a particularly strategic part of the South Cambridgeshire traffic network. It fails to acknowledge the relevant recent traffic studies for Granta Park, Sawston Trade Park, SmithsonHill business park and Wellcome Genome Campus. It does acknowledge the extreme congestion on the A505 at morning and evening peaks and also the particular difficulties of the A505 in this area where it is single carriageway in each direction and acts as a bottleneck. But far from making 'adequate provision to mitigate the likely impacts', the proposal is likely to exacerbate them in four distinct ways:

¹ 'Refusal of Planning Permission', 3 November 2017, letter to Beacon Planning Ltd from Stephen Kelly, Joint Director for Planning and Economic Development for Cambridge and South Cambridgeshire

- i. The site traffic will enter and exit directly onto the A505 at fresh points, adding to and increasing sources of delay on the highway
- ii. Traffic entering the site from the west on the northern carriageway will be required to cross over the southern carriageway via a gap in a traffic island, also leading to delays on the main highway and creating new safety risks
- iii. By building beside the A505 just where it is at its narrowest, it will constrain future options for making essential improvements in this national east-west artery through dual carriageways. We understand that the Peterborough and Cambridgeshire Combined Authority is this year launching an enquiry into improving the A505; prejudicing the outcome by approving this application could have far-reaching long-term costs.
- iv. As is the nature of car dealerships, potential customers will have to be taken on short test drives. These will in practice be round the by-roads of Duxford, Ickleton, Whittlesford and Hinxton. The choices are limited, and the safety and pollution implications for these communities, already damaged by 'rat-running' are serious. The shortest test drive from the proposed site would be past Duxford Primary School.

Conclusion

The planning application should be rejected. The damage it would inflict on the landscape and the unmitigated adverse impact it would have on local traffic would be too serious.

William Brown

Chair and on behalf of Hinxton Parish Council