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Appendix 1i



South
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District Council

Kathryn Wiseman
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Planning and New Communities

Contact: Karen Pell-Coggins

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Our Ref: S/0096/17/OL

Your Ref:

Date 18 January 2017

This letter (with no plans attached) has been emailed to the Parish Council prior to sending out in the post, and for information, to the Ward Members

Dear Madam,

Proposal: Outline planning application for the erection of up to 95 dwellings with public open space, landscaping and sustainable drainage system (SuDS) and vehicular access point from Back Road. All matters reserved except for means of access.

Application Ref: S/0096/17/OL

Location: Agricultural land north east of Back Road, Linton

Applicant: Gladman Developments, Gladman Developments Ltd.

Attached is a copy of the above application for your retention.

We welcome any comments your Parish Council wishes to make, but would ask that they are made using either the online web form available, or on the form below and returned **no later than 21 days from the date of this letter**. After the expiry of this period, the District Council may determine the application without receipt of your comments.

Below is a link for your convenience to view all copies of documents, plans and forms in respect of the above proposal. As the website updates overnight, these will be available to view the following day from the date of this letter.

<https://www.scambs.gov.uk/services/planning-applications>

EXPLANATION OF APPLICATION SUFFIX

OL	Outline	LD	Lawful Development Certificate
FL	Full	PA	Prior Notification of Agricultural Development
RM	Reserved Matters	PD	Prior Notification of Demolition Works
LB	Listed Building Consent	PT	Prior Notification of Telecommunications Development
CA	Conservation Area Consent	HZ	Hazardous Substance Consent
AD	Advertisement Consent	DC	Discharge of Conditions
VC	Variation or Removal of Condition		

The Parish Council: - (Please delete appropriately)

Supports

Objects

Has no recommendation

Comments: *Please see attached*

The Parish Council *does/does not** request that the application be referred to the District Council Planning Committee *(please delete)

Planning reasons: *Due to the size of the application*

Note: Where a Parish Councils requests that an application is determined by Planning

Committee there is real value and importance in Parish Council representatives attending Planning Committee to support their comments. Please note that the Parish Council can be represented at Planning Committee by any of its Councillors or the Parish Clerk (with the approval of their Parish Council).

Signed.....*[Signature]*.....Date *21/02/17*

Clerk to the Parish Council or ~~Chairman of the Parish Meeting~~

Guidance:

What are Material Considerations?

A material consideration is a matter that should be taken into account in deciding a planning application or appeal against a planning decision.

Examples of material considerations can include (but are not limited to).

- Overlooking /loss of privacy
- Loss of light/overshadowing
- Highway Safety
- Traffic

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Comments made by LPC at the planning committee meeting on 15th February 2017

S/0096/17/OL Gladman Development Ltd – residential development for up to 95 dwellings on Back Road

General comments:

- The site lies at western outskirts of village, outside the village envelope, and some distance from the centre of the village with its amenities, shops, pubs, medical centre, schools and links to public transport.
- The distances are significantly greater than described in the application, if taking the distance from the middle of the site to the actual entrances of schools, etc. These distances suggest that the everyday sustainability of the development is less favourable than the application makes out.
- This site is outside the village envelope and was rejected in the SHLAA and Local Plan assessments as having no development potential (part of SHLAA site 197). Reasons included distance to key local services and facilities (graded as red in the SHLAA conclusions)).
- Linton is classified as a Minor Rural Centre which should allow a maximum of 30 houses in any one development. This is over 3 times that number.
- The as yet incomplete Neighbourhood Plan addresses the limits of development and housing in Linton and Hildersham; this application plays no part in the NP.
- The number of houses expected, along with the LEAP, SUDS and suitable protection of existing hedges, appears to be rather greater than the size of site would allow (compare visually to the rather cramped Woodlands). The housing numbers appear to be undeliverable.
- The indicated number of on-site parking spaces is insufficient for a settlement that would be largely for commuters.
- Public involvement by the developer has been limited to a brochure sent out only to a limited area of the village near to the site.
- LPC has met the development team (as we always seek to do) and are aware that they have no personal involvement in the village; this is a commercial exercise for them. For us, it is the future of the village, its character and its community.

Site and setting:

- Linton lies in a river valley, almost hidden until the village edge is reached, allowing appreciation of the natural landscape, ancient woodland, and the vista across open fields.
- This area around Rivey Hill and Furze Hill contains sites of scenic interest, Sites of Special Scientific Interest, protected verges due to their significant flora, and is a good example of Local Character Landscape. There are sites of Neolithic roundhouses in Rivey woods.
- The area contains listed buildings - Rivey Water Tower and mediaeval Little Linton. Traffic from the site would pass Symond's House, Morley House, and impact upon our Special Conservation Area.
- This development would be very visible in the rising ground and from the west, which would adversely affect the long views and setting of Linton in the open landscape.
- The pathway to the east of the site is part of the ancient Icknield Way. We have fought hard to protect it and the views from it. It deserves better than to have a character-free and inappropriate development plonked alongside it.
- The housing opposite the site is set low, so that it minimises the landscape impact to the approach to Linton. This development, set well up the hill, would be prominent and harm the natural character of the area.
- The trees in the area are in copses - the remains of ancient woodland. There is an ancient hedge running through the proposed development - how would this be protected in the long term? It is unlikely that this could be preserved in the surroundings of a housing estate.

- The suggested tree barrier would increase the impact of the development, increasing its bulk and height, and interfering with and blocking the vista rather than diminishing the impact of new housing.
- Should trees be planted, they take time and care to grow, and could not be protected.
- The proposed housing does not preserve the character of the local landscape, fields, meadows and softer edge of this rural village. It would destroy the character of the area and the setting of the village.

Flooding:

- A major issue is the loss of land for soak-away and the probability for worsening surface water flooding
- Floods of surface water and mud have already affected houses in the Woodlands estate, downhill of the proposed site, through to Kingfisher Walk, on the riverside. The road to Little Chilfords is known to run with water during storms.
- Surface water not absorbed by the open fields eventually ends up in the Granta.
- The river here has a series of bends, especially the right angled turns around Little Linton, which would lead to backup of water into the village centre (especially when sluice gates downstream are closed to protect Cambridge).
- Linton is part of a long-term flood amelioration scheme worked out and agreed by the Environment Agency (EA) and SCDC. This development threatens to impact upon work, which was done to protect Linton's historic and commercial centre and the villages downstream. EA river water levels confirm the efficacy of the work, but development at Bartlow Road will add further water upstream.
- The thesis written after the 2001 floods, local knowledge and the newly revised EA flood maps confirm there is more flooding, particularly surface water flooding, than is indicated in the submission.
- As stated in the application, it is in flood risk zone 1, but this refers to river flooding, not surface water flooding, which is the actual problem here.
- We are not confident that the SUDS scheme would cope with surface water floods from the hill. Open SUDS ponds will be a hazard to safety and health, even in dry weather.
- Our concern is that these ponds would fill, then overflow, at times when rainfall and surface water flooding are greatest, as they do not ultimately lead to a natural watercourse.

Sustainability:

- The housing needs of the village are predominantly for bungalows (for downsizers) and smaller, affordable homes. The housing mix here should reflect the needs, and lower budgets, of our current population.
- This development has no potential for employment within the village so would mainly attract incoming commuters; this is not conducive to sustainability. Village business are predominantly family run, with few employment vacancies.
- The application is inaccurate in the range of shops in the village - for example we have no furniture or clothes shops.
- The site, located at the edge of the village, with the emphasis on on-site pedestrian recreational routes and with its own LEAP, confirms that this would be self-contained introverted development, discouraging integration with the community and local life. The housing is aimed at commuters and not at current local needs. Again, this is not conducive to sustainability and inclusion into village structure.
- The infrastructure is at capacity for schools. This is supported by evidence from Head Teachers and Governors from the Infant and Junior Schools, and Linton Village College. The Infant School in particular has little room for expansion given its site in the conservation area.

- The schools take children from outside the village, as expected for a minor rural centre, so that any places taken by new residents would have a knock-on effect to neighbouring settlements. Local children are already being bussed to schools some distance from Linton; again not conducive to sustainability. Some people wishing to move to Linton cannot do so because there are no places at the Village College. This has prevented the sale of some existing houses.
- This application does not fully address the provision of utilities, of water, sewage and other physical aspects which are at or near capacity.

Traffic issues:

- The safety and capacity issues on the A1307 and its hazardous junctions are a major issue. The developments in Haverhill and Saffron Walden, both of which send traffic past Linton, make the A1307 increasingly busy and hazardous.
- This development would add to these traffic problems, especially as this is one of a series of speculative developments (currently over 200 houses are under consideration). These developments must be considered in terms of their cumulative effects, rather than as separate stand-alone applications.
- The development is located on Back Road, a minor rural road, designated as single carriageway. Once a farm cart track (based on historical information) this lane with its inadequate sub-base, is unsuited to even moderate levels of traffic.
- Back Road is designated as a safer cycling route and a police emergency road. It is the only road to use when the A1307 is blocked.
- Back Road, from the Abington junction, is a rat run. It is particularly used to avoid traffic queues on the A1307 past Linton.
- The verges of Back Road (S21) are protected due to their rare flora; there is local "red book" data on their rare species. They are being eroded by vehicles overlapping road edges. The impact of yet more traffic, especially HGVs, will damage these further.
- The junctions with the A1307 at Abington and Hildersham, and the Back Road junction at Hildersham crossroads, have not been assessed as part of the Transport Assessment. This is a major omission.
- The accident and crash data presented does not reflect the accidents that have been reported by residents and medical professionals (in the open meeting).
- Back Road is narrow and it is difficult for cars travelling in opposite directions to pass. This has already led to the sides of the road becoming badly rutted in many places, as drivers have to pull in tightly to the edges to make passing possible. Moreover, the road is winding and undulating and it has a raised verge, which is protected. This further hampers visibility for both drivers and cyclists.
- Leaving the estate turning towards Cambridge, traffic would take Back Road towards Hildersham. Traffic could then go through the picturesque village of Hildersham up congested Beech Road, meeting the A1307 at a still notoriously difficult junction. This would adversely impact Hildersham's Conservation Area and its historic buildings.
- Alternatively traffic could continue past the Hildersham crossroad, with its poor sightlines, to the A1307 junction at Abington. The right turn to Cambridge is particularly difficult at peak times. The left turn off the A1307 is on an awkward rising curve.
- Traffic from the site could also leave the village using the congested High Street, through our Special Conservation Area. The harm that this would bring is unacceptable, not just through congestion, damage to buildings and increased pollution, but also to the character of Linton.

- Leaving the development eastward, to reach the High Street, extra traffic would have to use Symond's Lane or Back Road/Balsham Road, both narrow and (due to resident and visitor parking, including that to Symond's House Care Home) effectively single lane traffic.
- The effect of the extra traffic on our lanes, and the cumulative impact on the A1307, have not been properly assessed. Traffic data has been gathered over a very short time and not at all at significant junctions. For example, data has been collected into Hillway, a cul-de-sac, but not at the Abington junction with the A1307. This creates serious distortion to the traffic picture.

Transport Assessment

- The site is at the far edge of the village, at significant distance from the village centre and its amenities.
- The distances stated have not been taken from the centre of the site to suitable access points, and the walking times significantly underestimated, particularly for the high proportion of older people and children (Linton has a skewed population of these groups) who currently use the walking routes.
- New paved footways are not proposed north of Back Road. South of Back Road is a grass track in front of houses, with no walking route between Back Road and the corner of the Woodlands (opposite the Community Orchard)
- The route to the village through Crabtree Croft ends in either coming down a bank or a diagonal crossing to Stantons Lane. Neither are particularly safe, and both are unprotected.
- Due to the limited parking and congestion in the historic village centre, it would be easier to use shops and supermarkets in nearby towns than to access local shops, so not benefitting village commerce; this is not conducive to sustainability.
- Further development would add to the traffic, parking and congestion problems within the Special Conservation Area of the village. Residents would drive rather than walk to shops and village amenities, particularly as the return is an uphill journey. This would add to the serious problems with parking in the High Street.
- Cycling in Linton is difficult due to the narrowing of roads by parked traffic.
- There are no cycle paths in the Linton area, and little scope to create safe cycle routes.
- The bus services stated in the application give a very rosy impression of public transport - two services no longer run and the bus stops on the High Street near the Crown do not exist. The stop on Back Road is for Haverhill-bound traffic only, due to the one way system, and it is a long walk to the nearest stops, which are on Cambridge Road.
- Due to congestion and parking issues, the No. 13 services through the village are under threat. The frequency of bus services stated in the application appear rather optimistic.
- To catch a train you still have a car journey to Whittlesford or Audley End. The stated time to travel to these stations is unrealistic, especially at peak times. It takes 30 to 35 minutes to drive to Audley End and park, and significantly longer to drive to Cambridge station, which has very limited parking capacity.
- At worst, it can take 15 to 20 minutes to leave the High Street, due to traffic density and unhelpful junctions on the A1307.

Infrastructure

- Leisure facilities described in the application are overstated - we have one cricket field/football pitch on the Recreation Ground, the netball/basketball court is unusable, and the artificial Bowls Green is in disrepair. The skate park is decaying and needs to be replaced.

- The facilities at LVC are, in principle, shared with the village, but are often not open or unavailable.
- We have insufficient community buildings for playgroups, clubs and youth groups. There are few facilities for the adult and older populations.
- Our schools are filled to capacity. This is supported by evidence from Head Teachers and Governors from the Infant and Junior Schools, and Linton Village College. The Infant School in particular has no room for expansion, given its site in the conservation area.
- Our schools take children from outside the village, as expected for a minor rural centre, so places taken by new residents would have a knock-on effect on neighbouring settlements. Local children are already being bussed to schools an unreasonable distance from Linton.
- The Medical Centre is re-organising to link with others in the area, partly due to pressure on the services. There is no public transport between the linked surgeries.
- The Medical Centre has a pharmacy for those outside the village. Linton residents have to use commercial pharmacies.
- The Community Warden supports 25 households to remain living independently on their own homes; the cumulative developments would swamp the care that could be provided
- The noise from the A1307 is significant for the village and for the site. The road noise is amplified by the valley so amelioration is essential for the site and the village in general.
- Lighting on site and from car headlights would create light pollution for neighbours
- This application does not fully address the utilities including water and other physical aspects. Sewage and foul water handling is not mentioned at all; the drains within the village are at or near capacity, using Victorian 6inch pipes in the village centre. The other infill developments being built in the village will absorb any current capacity. We already experience blockages and overflow of foul water sewers.

Summary:

- This development would bring significant harm to the character of the landscape, the historic area and the environment that far outweighs any benefit the housing would bring
- Building here would adversely affect water soak-away, adding to the river water levels and increasing the probability of flooding to our Special Conservation Areas and commercial village centre, and to sites and villages downstream.
- The effects on an already busy and dangerous Back Road, a rat run, would be unacceptable.
- The number of houses in the development appears to be undeliverable.
- Building here is not compatible with Linton continuing as a village community -a major reason we live here - and does not address the actual housing needs of current residents.
- This site is not sustainable by the criteria applied in the NPPF and should be rejected.

Conditions:

Subject to the above objections, any approval on this site should include:

- A suitable scheme of flood prevention measures. Land upstream is needed to compensate for loss of public amenity and to increase the active floodplain to balance the loss of soakaway caused by this development
- Road safety and capacity are major issues.
- Measures to protect the landscape and protected road verges must be included.
- Noise attenuation from the A1307 is needed for the site and the rest of the village, even without the additional burden of this development. This must be sympathetic to the landscape and local character.
- Safe pedestrian and cycle routes to be put in place - pavements, paths, etc
- Provision of sufficient education places to cope with the cumulative expansion of population
- Archaeological investigation of this site is needed, along with suitable protection of finds.

- Protection of the ancient hedges and areas of significant flora.
- The maintenance of the SuDs .
- During construction the damage to Back Road would be considerable, routes through Linton would not be practical - just how would materials get to the site?

Inconsistencies and inaccuracies in the applications are worrying and need further investigation.

Linton Parish Councils recommendation: To object. To refer to Full Planning Committee at South Cambridgeshire District Council.